RAILROAD

JUNE, 1962

50c | MAGAZINE

NEW DISCOVERY IN HYPNOTISM

shows how to hypnotize in 30 seconds!

Yes, an amazing new method has been developed to bring on quick, easy induction of the hypnotic trance. Now, for the first time, you too can benefit from this recent discovery in hypnotic induction.

QUICK RESULTS

Want to hypnotize your friends? Your club members? HOW TO HYPNOTIZE is a remarkable primer that shows you just how to master the latest improved induction methods. The author, a widely experienced hypnotist and consultant, gives you the exact positions to take, the precise phraseology, all the steps necessary to hypnotize even the most difficult subjects.

EXCLUSIVELY in How to HYPNOTIZE

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This book — which has been acclaimed by doctors and psychologists — is guaranteed to give you all the know-how necessary to induce the trance state in others. It not only explains the latest discoveries in hypnotic induction, but it shows step by step, move by move, exactly how to bring on the trance; how to transform the trance into deeper and still deeper states; and how to terminate the trance quickly and effectively without any dangers whatsoever. You are even given alternative methods, so that you can actually chose the one that suits you best.

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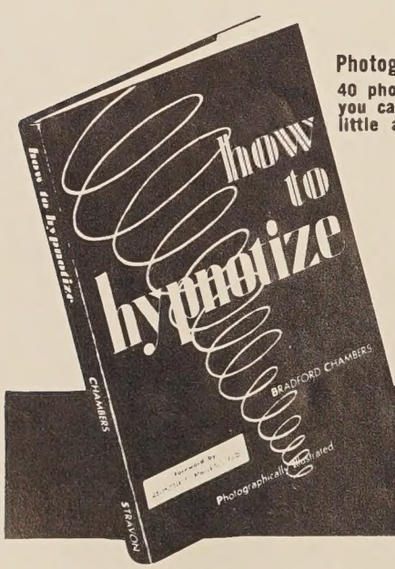

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VOL. 73, NO. 4 JUNE, 1962 50 CENTS

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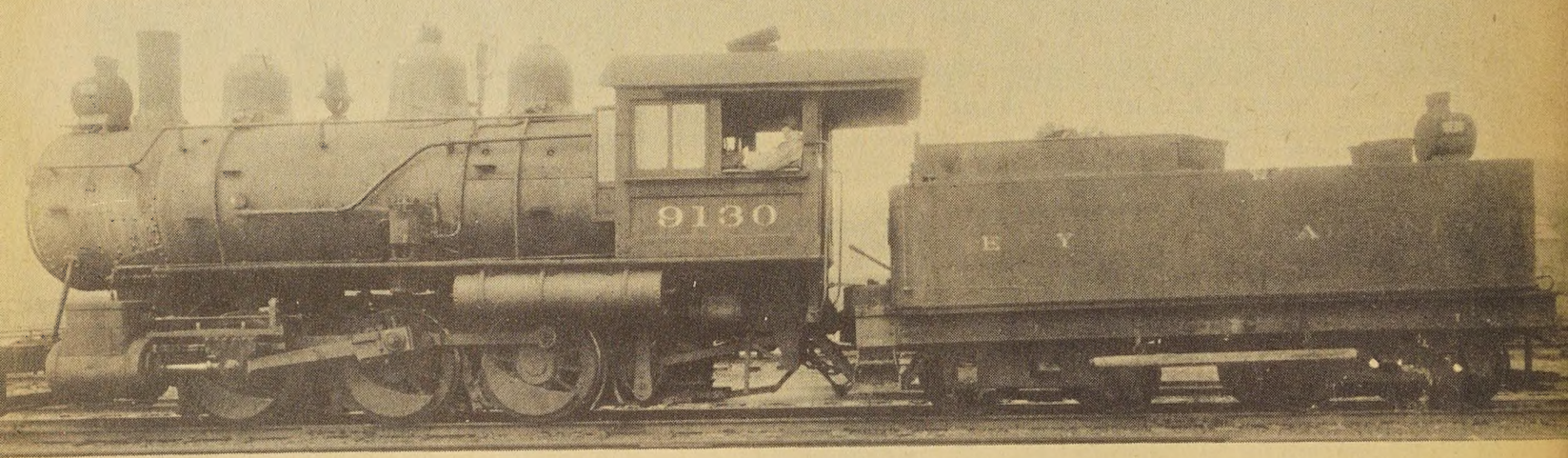

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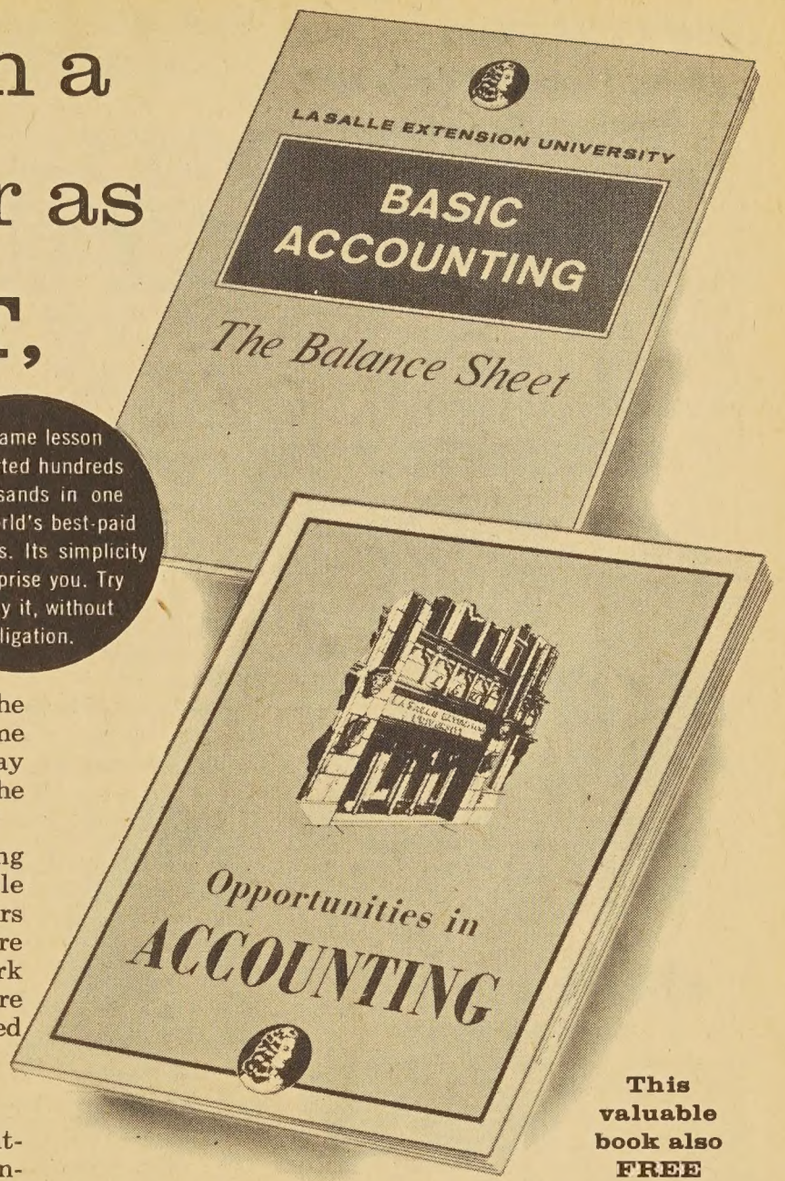

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MAIL CAR

Railroaders and Fans Sit in With the Editorial Crew

DAUGHTER of a Clinchfield locomotive engineer, Miss Amelda Foster will be *Miss Clinchfield Railroad* at the employees' annual picnic this year. Amelda has soft hazel eyes and a ready smile. Her home address, believe it or not, is Love Station, Erwin, Tenn. She has lived all of her 19 years at Erwin but is now in training for a medical secretary job at University of Tennessee Hospital in Knoxville. The Clinchfield ended its passenger service in 1954, so she commutes to Knoxville in the family automobile.

Amelda Foster

Another motive-power man's daughter studying to be a secretary is Miss Linda Chitwood, 18, who aims to be an executive secretary, preferably on the Missouri Pacific. Her father is a MP road foreman of engines.

Linda Chitwood

"In our family Bible," Linda says, "are the train orders issued for his first run as an engineer. His most exciting experience was the great blizzard of 1957. He worked with other men to rescue the snowbound *Colorado Eagle* but his own train was stalled 32 hours. Snow drifted three feet above the diesel units, except in spots where the exhaust stacks melted it. Finally the men dug their way out and slogged a mile through the snow to a farmhouse for food and hot coffee. The storm had eliminated signal and telephone communications, leaving only radio. They toiled about two days to rerail 18 diesel units ditched by the blizzard, units which had been pulling two plows, the wrecker, and other rescue trains.

"Father loves steam engines and talks about all the coal he shoveled into them, but when the time came he studied diesels and adjusted to the change-over. We are proud of an award he received because no man under his supervision was injured in 1959."

Linda's brother is a locomotive fireman; both grandfathers also were "rails." She lives at 1009 Main St., Osawatomie, Kan., the town from which John Brown and his sons set out more than a century ago in a futile crusade to free the slaves. Her home faces John Brown Park; from its windows she sees thousands of tourists visit the Abolitionist's statue and log cabin. ●

GEORGE FRAZIER wrote a piece called "Pavane for the Iron Horse," but relatively few people know what *pavane* is, so we retitled it "The Vanishing Passenger Trains." George is a train-travel enthusiast who, when flush, sometimes took the *Broadway Limited* or the *20th Century* from New York to Chicago for no other (but who can think of a better?) reason than to enjoy the luxury of the ride. Besides being a columnist on *The Boston Herald*, he has written for a flock of big magazines and has won distinction as an authority on jazz. Although he himself is a Harvard grad, he approved of his son's going to Yale partly because, he says, "it affords me an excuse to take the *Merchants Limited* between Boston and New Haven." ●

AN EXPLANATION of the name *New Jersey, Indiana & Illinois RR.* (April *Information Booth*) comes from Alfred Feldman, 1095 Lenox Ave., Detroit, Mich.: "Singer Sewing Machine Co. built the 12-mile line and called it NJI&I because the company had plants in those three states." ●

ALTHOUGH the Lehigh Valley had abandoned all regular passenger service, it ran a passenger extra for 130 motorists stranded in a Buffalo snowstorm last winter. Two diesels and 4 cabooses came to the rescue when the highway was inaccessible except to rail service.

"Will Buffalonians ever learn that their overcrowded streets can't carry commuters at the rate of about 1½ persons per automobile in *any* weather?" asks Wm. C. Kessel, Hamburg, N.Y., who supplied this news. "Will they ever work out a plan to run commuter trains on the radial steel highways which are idle most of the day? It would be cheaper to charter trains rather than build more superhighways and additional parking lots and thus attract still more drivers who need still more superhighways and still more parking lots." ●

STEAM. Writing on the Union Pacific 4000's in *The Denver Post's Empire Magazine*, Bernard Kelly says: "Progress ended the steamers. At their best they never converted more than 10 percent of their fuel into power, while the diesel-electric can convert more than 30 percent. Steam is much harder to maintain than other kinds of power. Diesels can run much greater distances between fuelings and don't have to stop for water. They can be left in the open between runs. And they can start and stop more quickly than steam locos."

"It's easy," says Don Bolander...

"and you don't have to go back to school!"

How to Speak and Write Like a College Graduate

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about a person's ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence — handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What do you mean by a "command of English"?*

Answer A command of English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation — also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But isn't it necessary for a person to go to school in order to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home — in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long does it take for a person to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How may a person find out more about the Career Institute Method?*

Answer I will gladly mail a free 32-page booklet to anyone who is interested.

MAIL COUPON FOR FREE BOOKLET

If you would like a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send the coupon or a post card today. The booklet will be mailed to you promptly.*

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Information on ex Texas & Pacific 4-6-0 No. 200 or 220, Baldwin No. 10209, is sought by Wilbur T. Golson, 9124 San Lo Drive, Baton Rouge 55, La. She was sold to Cinclare Central Sugar Co. (La.), when? but is now being used daily by Willis Short Line, Enon, La. ●

DAVE MORGAN, your feature article on "The Railfan" in *Trains* for March was well researched and brilliantly written, the best analysis of the subject we've ever seen. Reading it makes a fan feel warm and good. But we offer one criticism. Evidently you were so bent on pleasing the cash customers that your article is one-sided. Not all fans fit into its glowing picture. It discreetly ignores the many unreasonable demands made by some. It glosses over the vandalism and thefts of railroad property and other items by certain dedicated followers of the Iron Horse.

Fortunately, the objectionable type is a small minority. But it does exist. We used to encourage visits to our office. But now we don't, with some exceptions. Too many books, photos, and magazines have been stolen from the files while our backs were turned.

One zealous fan was so loyal to his pet railroad that he surreptitiously tore an entire article, several pages, out of a 1917 bound volumes of *Railroad Man's Magazine* in our office! And the late Robert R. Brown, Canada's top authority on rail lore, told us that on one occasion he was rudely awakened from bed after midnight by total strangers ringing his bell and pounding on his door—just railfans in search of locomotive data! And we all know about vandalism perpetrated by souvenir hunters!

Such instances of theft, vandalism, and selfish demands could be multiplied indefinitely. We repeat: they do not represent railfans as a whole. Nevertheless, Dave, to give a true appraisal of the breed it is not quite enough to report how well informed and enthusiastic and versatile they are. ●

BRIEFLY SPEAKING. "A small Circus department in *Railroad* might not be a bad idea," writes Dick Murdock, Southern Pacific hogger, 346 Valley View Dr., Pleasant Hill, Calif.

"I am greatly interested in the possibility of such a department," says Frank Brosseau, 1511 E. Powhatan Ave., Tampa, Fla. "But don't cover only the railroad angle. Make it interesting to everyone in the circus field."

"By all means, give us a Circus department," urges Roy Mills, 344 Walker St., Greenville, Miss., who says he has read every issue of *Railroad* since it started in 1906. "Even while I was in France in World War 1," he adds, "the copies were saved for me at home."

"Do not exceed one mile per hour over bridge W 279-2 between Downs and Norwood," states a San Antonio & Aransas Pass train order dated Aug. 22, 1914, now in possession of Avery F. Von Blon, Jr., Box 6422, BU Station, Waco, Texas. He wants to hear from anyone who recalls a similar slow order.

Western Pacific is now using the first tubular, aluminum, covered, hopper cars ever delivered to any railroad. Ten were built by ACF Industries, Inc.

Next Issue: August (out June 4)

"Smoke over the Coalfield," the story of the Buffalo Creek & Gauley, by Bill Warden, with many photos by N. Kent Loudon, plus a BC&G color-shot on the cover.

"Not in the Official Guide," a long and comprehensive list of industrial lines and other "unofficial" railroads in U.S.A., compiled by Elliott Kahn, illustrated.

Other features and the usual departments and short hauls, also 4 rosters.

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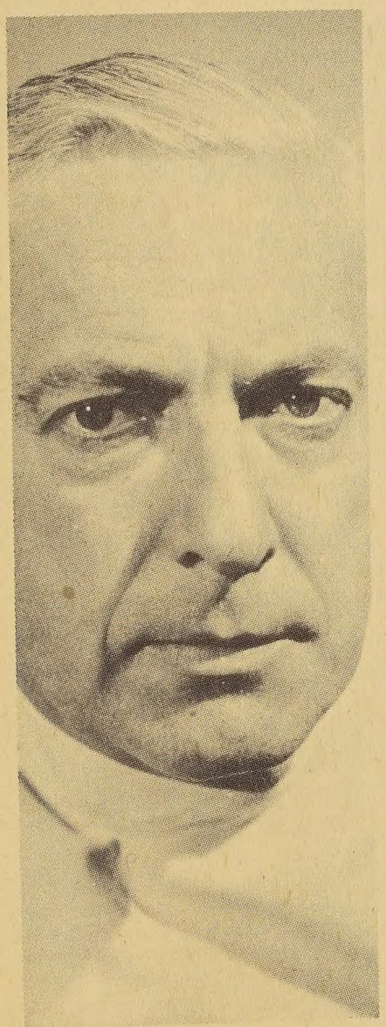
Let's take the bunk out of BALDNESS!



First, let's understand a few facts about hair growth and baldness. Common baldness follows a characteristic pattern. The hair recedes at the temples and there is a gradual loss of hair at the crown of the head. Hair lost in this manner is progressive and, if unchecked, the end result is baldness.

You may have seen ads with "before and after" photographs of men and women enjoying renewed hair growth. These photographs are probably authentic. But the next time you pick up one of these ads observe it carefully. Note that the baldness areas do *not* follow the characteristic pattern of common baldness. Note that the bald spots are not on the crown or at the temples. Instead, they are almost on any other part of the head — the back of the head, the side of the head — places where most people still retain hair after many years of being bald. These people were suffering from a scalp disorder called *alopecia areata*, which means loss of hair in patches. In these cases the hair falls out in clumps practically overnight, and grows back the same way after weeks, months, or years later. Doctors don't know the cause of alopecia areata but believe it results from a nervous disturbance.

At any rate, the chances are 98 to 1 that you *do not* have alopecia areata.

NOW YOU CAN STOP WORRYING ABOUT BALDNESS

Now we can clear the air. Up to this time no one has discovered how to grow hair on a bald head. So, if you are already bald, make up your mind that you are going to stay that way. Or if you are losing your hair from male pattern baldness, which is the predominant cause of hair loss, there is nothing you can do to stop the march of baldness. So, quit worrying about it—enjoy yourself.

But you may be losing your hair to a scalp disease called *seborrhea*. The symptoms of scalp seborrhea are easily recognizable— itchy scalp, hair loss, very dry or oily scalp, head scales and dandruff. Not every case of seborrhea results in baldness but doctors know that men and women who have it usually lose their hair.

Today there is something you can do to control this hair-destroying disease. The development of the amazing new scalp medicine called Alophene may mean that thousands of men and women can now *increase the life expectancy of their hair*. Alophene has two special formulas, which work together to control scalp seborrhea and stop the hair loss it causes.

Note to Doctors

Doctors and hospitals engaged in clinical work on scalp disorders are invited to write for professional literature and samples of the new Alophene Formula Series.

HOW ALOPHENE WORKS ON YOUR SCALP

This is how Alophene works: (1) It tends to normalize the secretion of your sebaceous glands, to control excessive dryness or oiliness. (2) By its rubifacient action, it stimulates blood circulation to the scalp, thereby supplying more nutrition to the hair follicles. (3) By its antiseptic action, it kills on *contact* hair-destroying bacteria. (4) By its keratolytic action, it dissolves dried sebum and and ugly dandruff, tends to normalize the lubrication of the hair shaft.

A few treatments, and your hair looks more beautiful, vital, and alive. Head scales and dandruff disappear. Scalp itch stops. Hair loss due to seborrhea stops. Alophene, in short, is an amazingly effective treatment.

Today there is no excuse for any man or woman to neglect the warning signals of scalp seborrhea. After years of research and experimentation, we can say this about Alophene. We know of no other treatment, used at home or in professional salons, that can surpass Alophene in combating seborrhea and stopping the hair loss it causes.

ALOPHENE IS UNCONDITIONALLY GUARANTEED

Therefore, we offer you this UNCONDITIONAL GUARANTEE. Try Alophene in your own home. In only a few days your hair must look healthier, more attractive, and alive. Your dandruff must be gone. Your irritating scalp itch must stop. Your hair loss due to seborrhea must stop. If your hair loss is of the predominant male pattern type, which neither our product nor anything else will help, you lose nothing. We will send you a full and immediate refund.

You must be delighted with the results. You must be completely satisfied with the rapid improvement in the condition of your hair and scalp, or return the unused portion of the treatment and we will refund the entire purchase price at once.

You now have the opportunity to help *increase the life expectancy of your hair at our risk.*

So don't delay. Nothing — not even Alophene can grow hair from dead follicles. Fill out the coupon below. Give yourself this chance to enjoy stronger, healthier hair again.

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British Railways' latest venture to improve public relations is to set up a one-day compulsory "charm school" at Liverpool, England, for the 10,000 employees of the Merseyside & North Wales Division. Tape recordings and a booklet given to each employee are used in teaching the railway men and women to be polite to passengers.

About 220 American colleges and universities offer some kind of transportation education program, according to a national survey made by Northwestern University, Transportation Center, 1818 Hinman Ave., Evanston, Ill., which has just published a detailed book on the subject. The book sells for $3.50.

Hundreds of pigeons that had been roosting on the 50-year-old Illinois Central coal chute at Waterloo, Iowa, since the road was dieselized several years ago lost their home when that relic of the Steam Age was torn down.

British Railways have received a complaint from Wolverhampton, England, stating that a man and his wife were sold tickets to the town of Potter Heigham. After they had boarded the train, the condutcor said the railroad tracks to that community had been torn up 18 months ago!

White-whiskered Horatio G. Selby of Mt. Vernon, Wash., who retired in 1937 after 57 years' continuous service, received a unique birthday gift recently when he turned 96—a check for $2,221.60, representing the full value of a matured life insurance policy he bought in 1914. Not many people live long enough to collect their own life insurance. Mr. Selby became a telegrapher at age 14 on what is now the Milwaukee Road.

No. 6167, last Canadian National active steam loco, pulls special train Toronto to Coburg and back May 13, sponsored by Don Valley Conservation Ass.; lv. Union Station 10:30 a.m. DST; fare $5 (kids $2.50). Contact H. McCauley, 12 Ozark Crescent, Toronto, Canada.

Biggest cargo of coal ever loaded into an ocean-going ship anywhere, 37,800 tons, went into the hold of a new bulk carrier, the *Naess Clipper*, recently at a Chesapeake & Ohio Railway pier in Newport News, Va. ●

THE LOWER COST of steam locomotives as compared with diesels was brought out in a paper read to the British Institution of Mechanical Engineers by Harry F. Brown of Gibbs & Hill, a New York firm of consulting engineers, who was formerly with the New Haven Railroad. From a detailed analysis of the operating and cost statistics of all Class 1 roads in America, Mr. Brown made what *The Economist* (one of the world's great business magazines) regards as "a very convincing case for his argument that most of the claims put forward for the superior economy of diesel locomotives just do not stand up."

Says *The Economist:* "Many of the operating gains attributed to the diesel, he argues, have in fact stemmed from other factors . . . the net savings in operating costs are in fact lower than the increase in capital charges . . . He grants that there are savings in fuel, crews' wages, engine shed expenses, and in water charges, but he argues that in road service, as distinct from shunting operations, *the higher cost of repairs and depreciation charges more than offset these savings*—even before adding in the higher interest charges on the larger amount of investment needed to operate diesels."

The Economist sums up as follows: "Since diesels cost more than twice as much per horsepower as steam engines, and as they have now been found to have about half the service life, the capital charges of diesel operation are markedly higher." ●

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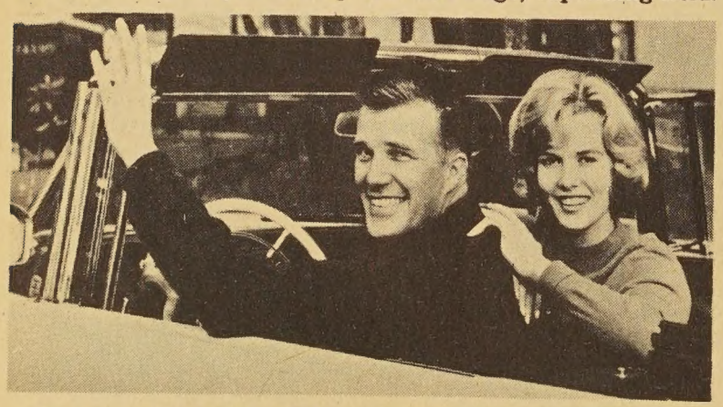

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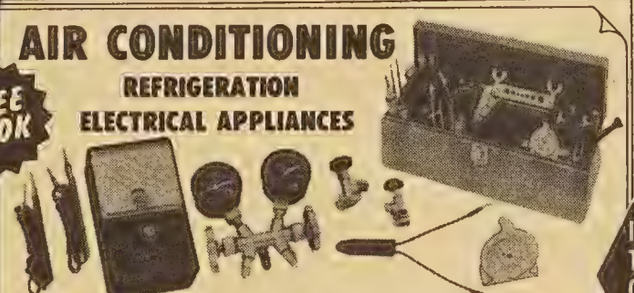

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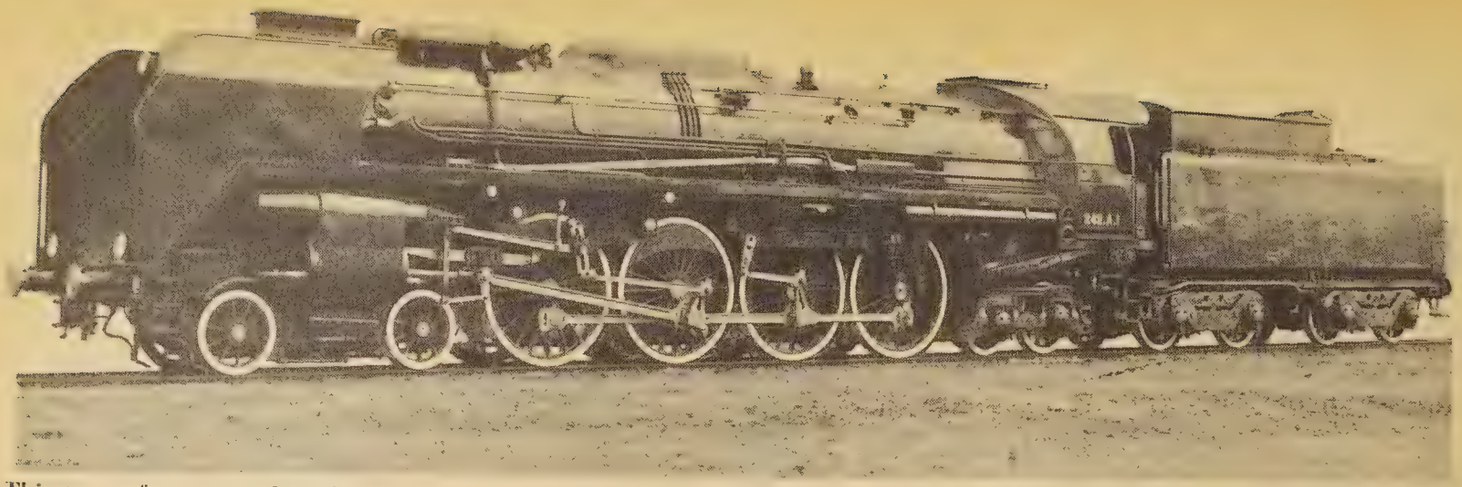


This type of compound engine with three superheated steam cylinders and a maximum speed of 81 miles per hour was designed and built by the French National Railroads in 1946 for fast passenger service. Although the French contributed greatly to steam-power development and the southern part of the *Mistral's* great run is still being made by steam, they find juice is more economical, and the trend in France, as elsewhere throughout Europe, is toward electrification of rail lines.

Chic and altogether beautiful, the French CC-7100's are painted a two-toned green with chrome trim and bright red buffers.

No train on earth is speedier than the *Mistral* of the French National Railroads *(Société Nationale des Chemins de Fer Français)*. We see this streamlined express leaving Gare de Lyon (the Paris station pictured in color on our front cover) for its 676-mile run to Lyon on the Riviera that will touch, at times, 94.5 miles per hour. The engine, CC 7149, is the same type that holds the global rail speed record of 205.68 miles per hour, which was set in southeastern France on March 28, 1955.
Photographs, including cover, from French National Railroads, 610 5th Ave., New York City

The World's FASTEST TRAIN

by Freeman Hubbard

COVERING smoothly and safely the 676 miles between Paris and Nice at a pace which sometimes hits 94.5 miles per hour, an electric train named for both the French poet Frederic Mistral and the fiercely-sweeping mistral winds is easily the fastest train on rails.

Its beautiful two-toned-green locomotive, trimmed with chrome lines and splashes of red, wheels an express that typifies elegance as well as speed: nine or ten stainless-steel coaches, two Wagon-Lits parlor cars and two diners, a bar car, and a baggage car. Passenger comfort is assured by the cars' design to prevent swaying, by insulation against noise, and by much of the well-ballasted track being laid with 2700-foot lengths of continuous welded rail, and the *Mistral* is the only conventional train in Europe with every coach air-conditioned.

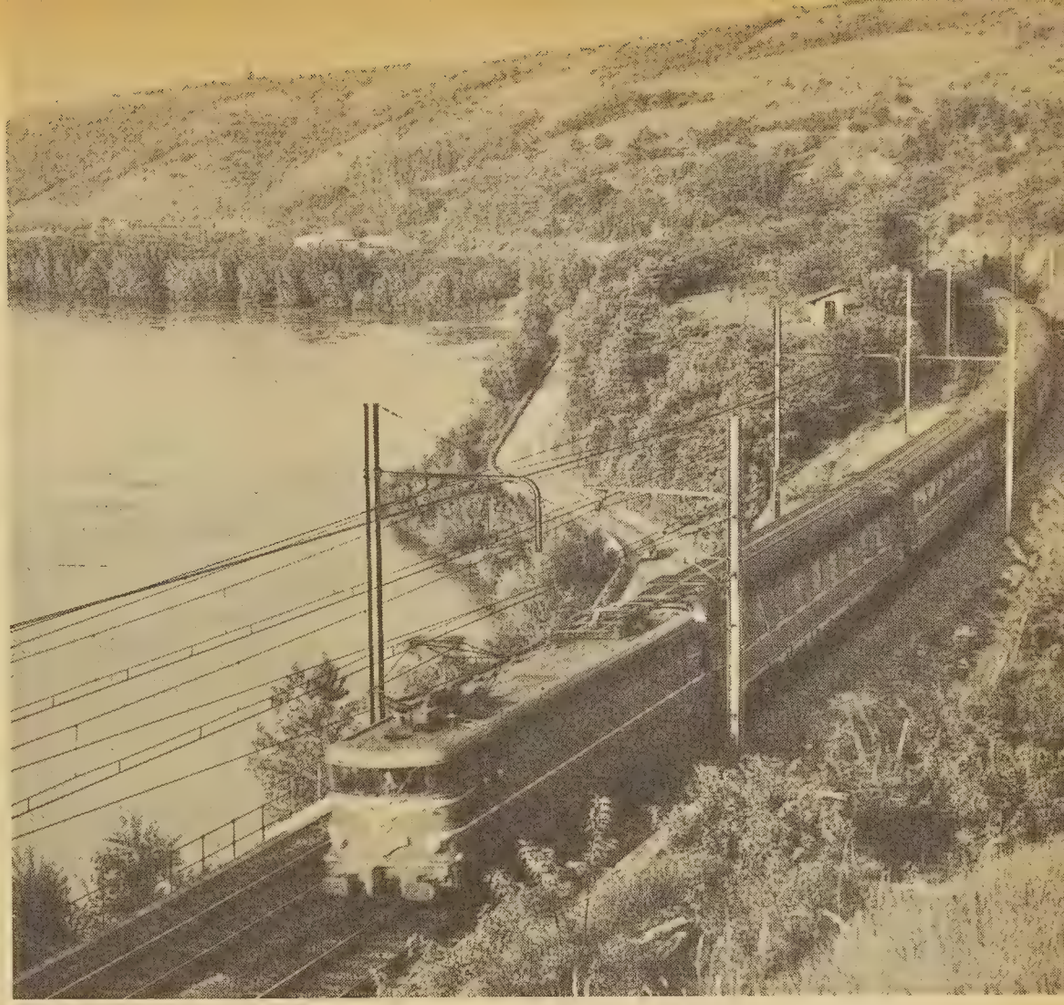
This super-swift limited has been pounding the rails daily since 1950. Leaving a Paris station, the Gare de Lyon, it heads southeast to Fontainebleau, famed for its castle and forest; past Sens, where a Gothic cathedral holds some vestments of Archbishop Thomas Becket, murdered at his altar in 1170, and on through Burgundy's smiling hills and valleys, a region of vineyards, medieval churches and Roman ruins.

First stop is Dijon, capital of Burgundy, known for its fine foods and the "gastronomic fair" held there each fall. The 195.2-mile journey from Paris takes 143 minutes, averaging 81.9 miles per hour, which makes the *Mistral* the speed champion for all runs of 150 miles or more. It is true that No. 320, another hotshot of the SNCF, or French National Railroads, boasts an 84.8 mph. average on its 41-mile spurt from Arras to Longueau, the fastest regularly scheduled start-to-stop run anywhere on earth, but for sustained long-distance speed and its occasional swift crescendos of 94.5 mph. the *Mistral* has them all beat.

Leaving Dijon, you roll down the eastern bank of the wide meandering Rhone, past the ancient town of Orange to Avignon, which is surrounded almost entirely by stone fortifications built in the 14th century when the papal court resided there. This is the Provence area whose gateway is Marseilles. Before reaching the nation's second largest city, however, the *Mistral* streaks through Arles, a classic seaport founded

Two all-time great action shots. (Above) CC 7107 sets world's rail speed record, 205.68 miles per hour, March 28, 1955, eclipsing global record of 151.8 made by another French National electric locomotive in 1954. (Below) BB 9004 whizzes through a town March 29, 1955, also at 205.68 mph., on the same track where CC 7107 made history the day before. These runs tested the effects of stress on locomotives and track and led to faster schedules for the *Mistral* and other French trains.

At the Gare de Lyon (Paris station shown on our front cover) passengers board the *Mistral*, world's fastest train.



Heading for the Riviera, the *Mistral* winds along Rhone River's eastern bank.

by Phocean Greeks in the 6th century B.C., where old Roman monuments may still be seen, and in Marseille a fast steam loco, class 141 R, replaces the electric for the rest of the trip.

Then on to Toulon, St. Raphael, Cannes, Juan-les-Pins, and finally Nice. The latter part of your ride is mainly along the Cote d'Azur, the "azure coast," where Frederic Mistral was living in 1904 when he won the Nobel Prize for Literature and where today the restless mistral winds slant the tall grass and keep fishermen ashore.

The train, they say, skirts the blue Golfe du Lion on the Riviera with the swiftness of the wind. For short distances it swings inland, showing you the Provencal countryside whose blending of the ancient, medieval and modern inspires artists and poets. Here, Frederic Mistral wrote, "The mulberry trees swarm full of maids, glad as the air is sunny," referring to the peasant girls who raise silkworms by feeding them the leaves of those trees.

The *Mistral* boasts an average speed of 65 mph. for its 676-mile run. Its highest start-to-stop schedule, 81.9 mph., is far ahead of corresponding figures for America's top performances, the 74.9 set by two of the Burlington *Zephyrs* and the 74.8 atttained by the Pennsylvania's *Spirit of St. Louis*. It even exceeds Italy's sleek *Vesuvius Arrow*, which makes 78.2 in a start-to-stop spurt; also Germany's best, the *Helvetia (Trans European Express)*, 73.7; Great Britain's pride, the *Midland Pullman*, 69.9, and the Soviet Union's front contenders, Nos. 5 and 6, which register 65.5 miles per hour on a start-to-stop basis, according to Donald M. Steffee's figures in *Trains* magazine.

French railroad men prefer juice power to steam or diesel. Modern electric engines in the BB and CC classes that pull the *Mistral* include the same design which set the world's all-time rail speed record seven years ago, an exciting 205.68 miles per hour. Teletype, radio, TV, newspapers, and magazines all over the planet carried that big history-making story.

On March 28, 1955, the CC 7107 hit 205.68 mph., thus shattering the global record of 151.8 which another superb French locomotive, the CC 7121, had achieved in 1954; and on the following day the BB 9004 also hit 205-plus. The runs were made with three passenger cars on a 40-mile stretch of straight track in southeastern France between Bordeaux and Dax, where a direct current system of electrification at 1500 volts had been in use since 1927. That "race-track" was chosen because rail officials felt it would allow enough distance for acceleration to high speeds.

The French National's latest bid for motive-power supremacy is the dual-voltage BB 20103 (pictured here), a French-designed prototype built by Swiss firms. On a test run with five cars the 82-ton, two-motored locomotive held a speed of between 115 and 118 mph. continuously for 37 miles.

Meanwhile, other BB's and CC's are doing a magnificent job in keeping the *Mistral* the world's fastest train.

SNCF photo from France Actuelle magazine

New type French motive power, the dual-voltage BB 20103, which is equipped with semi-conductor rectifiers, is believed to be the world's most powerful locomotive having this advanced development.

BY GEORGE FRAZIER

Reprinted from Esquire, Dec. '61 ; © 1961 by Esquire, Inc.

The Vanishing

PASSENGER TRAINS

AND now in a very little while—in maybe ten or, at the most, fifteen years — not only these, "the thrilling returning trains" of Scott Fitzgerald's youth, but pretty nearly every other American passenger train as well, will be part of almost everybody else's youth too, as dead and defunct and, as is customary after the body is in the ground, as bittersweetly-beloved as the toy trains that used to whisk through the Christmas mornings of our long-lost childhoods.

It is almost inexpressibly sad — as well, incidentally, as more than mildly exasperating—that this is the way it is with American railroads, a wayward (or so it would seem) way that makes it practically inevitable that by 1970 or, in any case, no more than five years later, the passenger train will be as rare as the buffalo on the face of the land.

So presently then, there will be no more football anthems resounding in the steam-hissing, toasted chumminess of special cars streaking through frosty November nights, no more New England clam chowder against the Early American décor of diners coasting past the salt-sea-aired cranberry bogs of Cape Cod; and no more the red carpet rolled out to welcome one aboard the *Twentieth Century Limited.*

Never again the bridge games at dusk in lounge cars of the New York, New Haven & Hartford bound for Fairfield County and its little world of waiting wives; never again the graciousness of dining on Rocky Mountain trout at a table fragrant with fresh-cut flowers in the Turquoise Room of the *Super Chief.*

Never more to be able to gaze out at the unfolding panorama of one's own, one's native land—to see the bad and the beautiful both, the wrong side of the tracks as well as the right; to see, on the one hand, the squalor of Harlem,

"One of my most vivid memories is of coming back West from prep school and later from college at Christmastime. Those who went farther than Chicago would gather in the old dim Union Station at six o'clock of a December evening . . . the long green tickets clasped tight in our gloved hands. . . . The murky yellow cars of the Chicago, Milwaukee & St. Paul railroad looking cheerful as Christmas itself on the tracks beside the gate. When we pulled out into the winter night and the real snow, our snow, began to stretch out beside us and twinkle against the windows, and the dim lights of small Wisconsin stations moved by, a sharp wild brace came suddenly into the air. We drew in deep breaths of it as we walked back from dinner through the cold vestibules, unutterably aware of our identity with this country for one strange hour, before we melted indistinguishably into it again."—F. Scott Fitzgerald, *The Great Gatsby.*

Remember the Lehigh Valley's *Black Diamond?* David Plowden made these two shots of its last run in 1959.

Boy meets girl on lower level of dome lounge on a Union Pacific streamliner.
Union Pacific Railroad photo

with the ill-fed, ill-clothed, ill-housed leaning from tenement windows to stare bleakly into the never-never land of diners with gleaming cutlery, snowy tablecloths, and courtly servitors, and, on the other, to see, as an unfrocked brakeman named Lucius Beebe put it, "the dark torrent of Nebraska or Arizona night" flowing past.

Nevermore to sit amid the posh pleasures of an observation car at New London in the gathering dusk of a June afternoon and surge with excitement as Harvard and Yale oars slice through the Thames; and nevermore to be present and accounted for—not to mention a little drunk—in the boisterousness of the *Broadway Limited* on the eve of a big prize fight in Chicago. So presently there will be only the epic clang of the names to thunder down the tracks of our memory—the *Super Chief* and the *Merchants Limited* and the *Empire State Express,* the *City of St. Louis* and the *Panama Limited* and the *Empire Builder,* all of them as majestic as if minted by Homer himself; presently only the evocativeness of the *Owl* and the *Gulf Wind,* of *El Capitan,* and the *Cape Codder,* but nevermore the *Owl,* the *Gulf Wind, El Capitan,* and the *Cape Codder* themselves.

So now in a little while merely the memory of what it was like to travel on wheels in the elegance of other eras. Add, along with the memory, the desire—but by then it will be much too late. By then no more leisurely repasts to be partaken of against the backdrop of America in motion—by then only a tray thrust onto one's lap, and, outside the airplane, not so much as a grazing cow to be seen, only clouds upon clouds—which is probably all right, at least if you happen to be William Wordsworth.

Thus, in days all too soon to come, the passenger train—the iron horse that was part of a native's growth and grandeur—will have vanished from the topography of America, a victim of such pedestrian pressures as mounting expenses, unfair competition (or so, at any rate, the railroads maintain), and, it goes almost without saying, the mania for speed. It all seems so absurd, so absolutely unnecessary, and, for that matter, so downright demeaning; for passenger trains, after all, are very special things indeed, things that should be above pedestrian pressures, beyond fiscal finagling. At their best (which, in truth, is becoming progressively worse) passenger trains are leisurely and romantic and sophisticated and evocative and exciting, and sometimes they are even mysterious and memorable as well.

Abraham Lincoln wrote the *Gettysburg Address* on a train. What's more, people have written *about* trains as, for instance, Johnny Mercer and Harry Warren did in the *Atchison, Topeka and the Santa Fe,* which is a very good song indeed, and as not only Scott Fitzgerald, but also the likes of Hemingway and Wolfe and Mary McCarthy and ever so many gifted others did in some pretty passable prose.

And of course there have been some pretty wonderful movies about trains—all the silver-screened way from *The Great Train Robbery* and those serials in which people like Ruth Roland and Pearl White were always leaping from speeding trains, to *Twentieth Century, The Lady Vanishes, Night Train, Strangers on a Train,* and *North by Northwest,* which, everything considered, may well have constituted the nicest thing ever said about the advantages of train travel, for where else but on a train could a man become so promptly and passionately involved with an utter stranger fashioned along the lines of Eva Marie Saint?

But trains can be mournful too; as mournful and as heavy with a whole people's grief as the train that bore the last remains of Franklin Roosevelt up from the stifling Georgia heat to the cool quiet of Hyde Park. Trains are all these things, and now, in a little while, they will almost certainly be Nostalgia as well. But one thing that trains have never been is laughable.

Not, mind you, that passenger trains aren't *getting* a little ridiculous them-

Gone with the wind: steam power (No. 835) on a Jersey Central express train a quarter-century ago.
Frank Quin, 9123 85th Rd., Woodhaven, N.Y.

Present-day excursion with Burlington engine 5632.
Chicago, Burlington & Quincy RR. photo

Rail travel has lost much charm with the passing of such famous name-trains as the *Black Diamond*, whose mail clerks are shown working hard on train's farewell run.
David Plowden, New York City

selves, what with deteriorating service, flouted schedules, inferior food, and any number of other vexations. In fact, it would not be entirely erroneous to say that, with conspicuously few exceptions, the passenger train—or, rather, the passenger train as it was in its halcyon time—has already vanished.

Thus, one former glory of the rails—the New York, New Haven & Hartford—is now in bankruptcy, an oh-what-a-mighty fall from the tony times when golden boys from Groton and St. Mark's used to while away the hours between Grand Central and Boston comparing notes on the relative charms of Bar Harbor and Newport; when, on summery Sunday nights, its dining cars were unassailably patrician with the attitudes and accents of the very bronzed, the very rich, returning to New York from week ends at Fishers Island; and when, God love it, it was the shortest distance between two such points as Yale University and the Roseland Ballroom.

Indeed, there are at least two, perhaps even three generations that were born too late ever to be able to understand what the hell Scott Fitzgerald was talking about.

The cause of all this decline and fall is being propagated day after day in essays replete with facts and figures, all of them no doubt, of unimpeachable precision. What they disseminate, in sum, is that American railroads can no longer afford to lose money, as they claim to have been doing for years on passenger trains—the Government discriminates against the railroads: the railroads cannot operate passenger trains in direct competition with lower-fared buses; trains are not only no match for the fleetness of aircraft, but, in a jet age, almost obsolete; and so forth and so on. All of which may be perfectly true, but a passenger train is not, after all, something that can be reduced to double-entry bookkeeping.

As it happens, the passenger train has a little thing going for it called class, a thing which is not to be confused with compound interest, certified public accounting, or anything so tangible, so black—or, more pertinently, so red-and-white. Or, if not, how then can one enter in a ledger such intangibles as the special, the almost massive dignity of the moment when the conductor takes out his watch and with quiet authority announces the time, which you know immediately, you simply *know*, is the correct time, the *exact* time? Is there a column in which one can make note of that moment?

Or what of the substantial size of the drinks on lounge cars, with the porter uncapping the nip with no ordinary skill, but with a deft, hand-is-quicker-than-the-eye flick of the finger? And what of such luxuries as the Perrier water with which they are mixed? And what, too, of the very special grace with which they are mixed? And what, too, of the very special grace with which the porter, tray aloft, rolls with the lurch of the locomotive? Can double-entry assess such pleasures?

Or is any ledger large and lenient enough to incorporate the rush of excitement at stepping into a dining car and beholding a beautiful girl alone at a table, and then the suspenseful supplication that the steward, please, dear God, will seat you with her? Bookkeepers may have known such moments, but have they ever observed them officially in the records of their employers?

And, for that matter, what statistician is enfranchised to sing of the split second when your train passes another and there is the flash of a face, a young and radiant and very lovely face, and then it is gone and you are left to cherish your dream of what it would be like if you could know that girl, and never again, as long as you live, will you see a train pass without being haunted by the memory of that face?

What, too, of all the songs of unrequited love crooned against a rush of wintry twilight by college boys squatting on suitcases in the aisles of crammed coaches carrying them home for the holidays? And what, for that matter, of the girls from Radcliffe and Wellesley and Farmington whom they would bewitch with their songs? What of such dalliance at dusk? Has it ever appeared in the annual stockholders' report of the New York, New Haven & Hartford?

And where in the pleadings of the railroads is there anything about the hush of a Pullman car with its passengers bivouacked for the night, a slumbering enclave with a tireless man in a white jacket as its sentry, a man who sits contentedly by himself and polishes shoes to the rhythm of the rails?

And what of the morning, with the slept-in smell of the Pullman, and the bright sunlight streaming in through picture windows onto the only-half-awakened faces of people at breakfast, and always the exhilaration of suddenly realizing that you are now in Oregon or Kentucky or New Mexico or some place else that seemed very remote indeed when you went to bed last night? Do certified public accountants commemorate emotions?

What of Penn Station and Grand Central and La Salle Street and all the other stations of America on the festive, home-for-the-holidays versions of the year? Has any auditor ever attested to the infinite auld acquaintanceship of trains bringing people home for Easter? Or to the sparkle in the eyes of their beholders? What of the summertime solicitude on the faces of mothers crowded into Grand Central to weep their name-taped offspring off to camp. Do railroads bother to keep a record of things like that? Or of the perfumed rustle of a movie actress moving through the *Super Chief?*

And what of the slogans on the sides of freight cards flashing past our vision—the slogans that shout their owners' pride? Are they also of no meaning—the Denver & Rio Grande Western's "Main Line Through the Rockies," the Santa Fe's "Ship and Travel Santa Fe All the Way," the Chicago Burlington & Quincy's "Everywhere West," the Baltimore & Ohio's "Linking 13 Great States with the Nation," and all the resonant rest of them.

So now in a little while—in maybe ten or, at the most, fifteen years—all this will be part of all our pasts. And that, of course, will be inexpressibly sad and more than mildly exasperating. It will also be more than ample reason to wonder what in God's name was the matter with James J. Hill when he said that a passenger train, like a male teat, is neither useful nor ornamental? •

When the once-prosperous Minneapolis & St. Louis gave up its passenger service the old coaches were left to rust and rot on an abandoned sidetrack.

Smoke over Arizona

by RALPH M. METZGER

The all-steam desert freight road, Magma Arizona, boasts a Mogul, a Mike, and the Consolidation type pictured here.

© 1962 by David I. Rees, West Wind Productions, P.O. Box 325, Ajo, Arizona

DRIVE east out of Phoenix and you will see the far horizons, warm-toned rocky buttes and tall prickly cactus that spell "Arizona." Go as far as Florence Junction, 49 miles from the city, and you may find a wisp of evanescent smoke hung in the sky. This is no Apache smoke-signal. It's a gray plume from the stack of a working steam engine, a three-trips-per-week operation in paying freight which, these days, is most unusual.

East of Florence Junction, if you drive your old jalopie alongside the Magma Arizona Railroad you might catch up with our train—a bright red caboose, eight or ten assorted freight cars, and one of the MA's three operable steamers, her exhaust roaring as she assaults a two percent grade.

Most likely she'll be No. 7, a Mike that Baldwin built in 1917 for the Tremont & Gulf but now trundling freight under the "big sky" of Arizona. Rolling alongside, you may catch sight of a white feather at her whistle and maybe the engineer will wave at you. A great day! Then you pull ahead into the arid rocky hills and, looking back wistfully, can't help but notice how quickly the train shrinks in the giant landscape—how lost it seems, like steam trains everywhere.

But if you get to know our line better you will realize there is nothing "lost" about it. A working railroad, the Magma Arizona hauls copper ingots to a Southern Pacific connection at Magma and brings back supplies for a mine and smelter and food for the workmen. I am the MA agent at our station in Superior. Beside the mine and smelter and a few other buildings we have a three-stall enginehouse, a steam locomotive shop, a yard, a car scale, and a hill.

The hill is a rocky butte, a track on a four percent grade running up a switchback. You should hear the reverberation and see the sparks fly when an engine climbs there for an empty gondola. This butte is named Apache Leap. An old legend says that long ago a band of Indian raiders jumped off that butte to their deaths rather than surrender.

Best time to visit our yard and Leap is on a Tuesday, Thursday, or Saturday, at 7:30 a.m. We'll be on schedule. The engine will have steam up and will be assembling the train, perhaps pulling a couple of loaded boxcars over from the "bullion hole" at the smelter. That rumbling you hear is her oil burner and what you smell is the hot boiler.

A *clunk* of couplers, a *whish* of air, and the crew is ready for the 29.4-mile descent. Brakeman Mannheimer and one or two railfans are riding the caboose. Let's go along with them. Conductor W. T. Smith comes out of the depot, gives Engineer Lee Jeter a highball, and climbs aboard as the train begins to move. You listen to the unmistakable *choof choof choof* of vapor blasting out of the stack, dragging the fire at each stroke. Wheels clack over switches, and the Seven-spot's exhaust reverberates through the desert as she noses up a light grade.

Soon we pass buildings white with powder—a perlite plant, where this mineral is mined, pulverized, and loaded in hopper cars to be shipped afar for insulation and filtering. To the west stretch leagues of brooding desert, the age-old land of cactus, thorny brush, and rattlesnakes. Overhead the sky is wide and blue, but on such a scale that our train seems like an HO model.

Gently the brakes go on for the long grade, wheels clack over rail-joints along the well-ballasted track, and rails hum. Four miles out we pass a siding and a knoll dotted with odd-looking plants. This is Thompson. On its rusty siding stood the gleaming private car of Col. Boyce Thompson, who developed the Magma Mine and whose house still looms atop the hill.

Engineer Jeter slows for a long trestle. Five years ago this wooden structure slid away abruptly in a flash flood, and for several weeks afterward

we ran no trains. At milepost 8.0 we come to the dripping water tank at Queen. Not many miles from here are the abandoned diggings of the old Silver Queen, a fabulous source of wealth in the days of link-and-pin couplers.

We roll alongside U. S. highway 60-70 and the driving wheels want to race. That wailing is our whistle. Our Mike lashes out with noise and speed. But soon we make a water stop at Desert Wells, another siding-and-telephone spot. Fireman Tucker yanks over the pipe and sloshes water aboard. Then off we go again!

From here it's a straight 18 miles to Magma. Can we or can't we see—off to the south—the outline of Picacho Peak, where Arizona's one Civil War battle was fought? Three casualties.

Now Magma. Where the depot once stood there is now only a foundation; a telephone takes the place of the telegraph operator of yesteryear, and a weathered tank would supply a little water if we needed it. Three interchange tracks link us to a passing track on the SP's Christmas branch, 16 miles east to Hayden, 24 west to Phoenix. After setting out the cars, our men turn the engine on the wye with that easy *puff-puff* of a power plant running free. They sort the pickups, which include flats of mine timbers from Oregon and empty steel boxcars, and we are ready to hit the half percent grade.

By this time you will have seen that Pinal County is not all desert rocks. Although rattlers and brightly-colored but poisonous gila monsters live here, there are also jackrabbits and the edible iguana. Cattle range at will over the vast lands, cotton flourishes by the square mile, and there are under cultivation such pleasing crops as pecans, oranges, and dates, and even roses. Here the Hobokam Indians irrigated the soil hundreds of years before the white man showed up, built their own towns, and mysteriously vanished. Not far from our track stand the ruins of an "apartment house" four stories tall and centuries old. It could have been erected in the days when Christopher Columbus was a small Italian boy playing in the narrow streets of Genoa.

Early settlers in these parts worked many a silver mine and dreamed of far bigger lodes like the Lost Dutchman, a silver deposit supposed to be tucked away somewhere in Superstitious Mountains to the north. There have been great copper mines, too, like the Magma, a rich producer since 1914, when a concentrator was installed to upgrade the ore and make hauling practical. At first the high-grade ore was shipped thirty miles to Florence by creaking wagons, pulled mostly by mules, some by horses, and transferred laboriously by wheelbarrow to the Phoenix & Eastern Railroad (now part of the SP) for shipment to Hayden.

The mine paid a fellow named John

Alco's Brooks Works built No. 5 in 1922.
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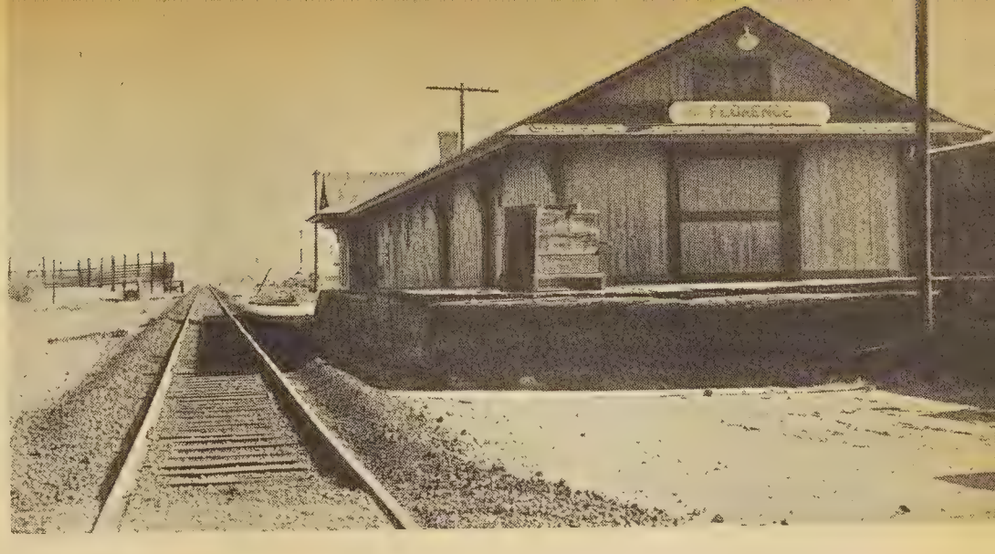


Our author, Ralph M. Metzger, in his office. (Right) One of the MA's old desert stations.

© 1962 by David I. Rees

Hendricks ten dollars per ton for the trip, or $7.50 each way if there was a back-haul. Hendricks ran several outfits consisting of lead wagon, two trailers, and 32 horses or mules. A wagon train would leave Superior with thirty tons and arrive next day at Florence, but only in good weather. When it rained there was mud a-plenty.

In 1914 the mine's general manager, W. C. Browning, got estimates on building an aerial tramway to Miami and a truck road to Ray, but he and President Aldridge agreed that the costs of both were too high. Mr. Aldridge then stated: "If it is possible to build any kind of narrow-gage railroad for the money available ($165,000), it will be better than either of the other two propositions even if we have to pull the ore cars with mules."

Such a railroad was feasible, provided it ran only to Webster (now called Magma) and allowed curves as sharp as 100-foot radius and grades up to four percent. So the directors incorporated the Magma Arizona Railroad Company and obtained rights-of-way. In November, 1914, hammers began to ring, and by the following June cars were clattering over the last major narrow-gage rail construction in the U.S.A.

Besides 31 miles of track laid with thirty-pound rail, the MA owned a saddletank locomotive, ten four-wheeled steel dump cars, four eight-wheeled wooden drop gondolas, one eight-wheeled wooden boxcar, and a four-wheeled, open-sided passenger car with seats for twelve, built on the job. Within a year came additional boxcars, flats, ore cars, and a stylish baggage-passenger "combo." A second saddletank and two heavier engines with tenders added to the smoke-cloud.

Yet by 1920 it was clear that a standard-gage line would have to be built. The copper output was growing. President Charles F. Ayer was planning a smelter at Superior, and to transfer a large amount of fuel and structural steel to the narrow-gage was senseless.

Cost was no longer the factor it had been. The new railroad was designed to have curves of not more than 12½ degrees and a maximum grade of two percent. This ruled out using any part of the narrow-gage line, which went to the scrap pile in April, 1923, when the new road began operation. Today railfans enjoy tracing the old right-of-way and seeking narrow-gage spikes.

Our present three engines are the only standard-gagers we ever had. First came No. 5, a 100-ton Consolidation which Alco built new for us in 1922. Soon afterward we got the Six-spot, a photogenic Mogul which had worked between Clifton and Lordsburg on the El Paso & Southwestern. Not till 1950 did we acquire No. 7 from the Tremont & Gulf, a Louisiana lumber road which, according to Lucus Beebe, was noted for its beautiful engines. As for cars, we have ten fifty-ton, steel-bottom, dump, gondola ore cars; four fifty-ton boxcars, four fifty-ton flats, and a combination coach, all second-hand.

For fifteen years the Magma Arizona carried passengers and mail to the SP, using a railcar on off days. This service ended in 1938.

I work at the Superior station six days a week—weigh and seal cars, receive the billing by phone, and operate a Western Union agency, all of which I enjoy. Telegraphy was my earliest dream. As a farm boy I would hang around the Monon's little frame depot at Rossville, Indiana, where a friendly agent taught me the trade. Later I spent fruitful years with the Pennsy, the Denver & Rio Grand Western, and the Santa Fe. My home is a company house across from the station, and there I keep my railroad photos and a collection of old telegraph instruments.

Including my clerk, Normal Mitchell, and myself, there are twenty railroaders on the MA payroll. Our seasoned men include W. T. Smith, conductor; Lee Jeter, engineer; and Morris Mannheimer, brakeman. Fireman Sterling Tucker is new. There is a section gang in charge of Merlin Summerfield, and the steam power is maintained by John R. Creps, master mechanic, who has a well equipped shop adjoining our three-stall engine shed.

A few years ago it looked as if our steam power would have to go. Parts which would normally cost $100 began to arrive—months late—with added charges of $500 or so for pattern work, due to the locomotive builders having scrapped their patterns for such parts. But the resourceful John Creps solved this dilemma by making his own patterns and equipping the shop so he could build them here.

We do not fear truck competition because highway load limits would make the hauling of copper ore by highway unprofitable, and we no longer consider the possibility of diesel operation, for as President Sarver once said, diesel-electrics are either too heavy for our rail and trestles or not powerful enough for our grades. Besides, it doesn't make sense to junk good locomotives that are still useful.

And so, from the station windows, I enjoy watching our steam-powered trains head for Magma. On alternate days I look up sometimes to see the Mogul busily sorting and spotting cars. Then she'll be gone, to reappear suddenly with a pair of dusty hopper cars for tomorrow's train. A few minutes later she may be shoving a string of drop-bottoms up a spidery trestle to the dump.

As I see it, the Magma Arizona will remain a steam road as long as copper is mined at Superior—possibly eight or ten years more, maybe much longer. Before we get through, we may be operating the last steam trains on any common-carrier road in America.

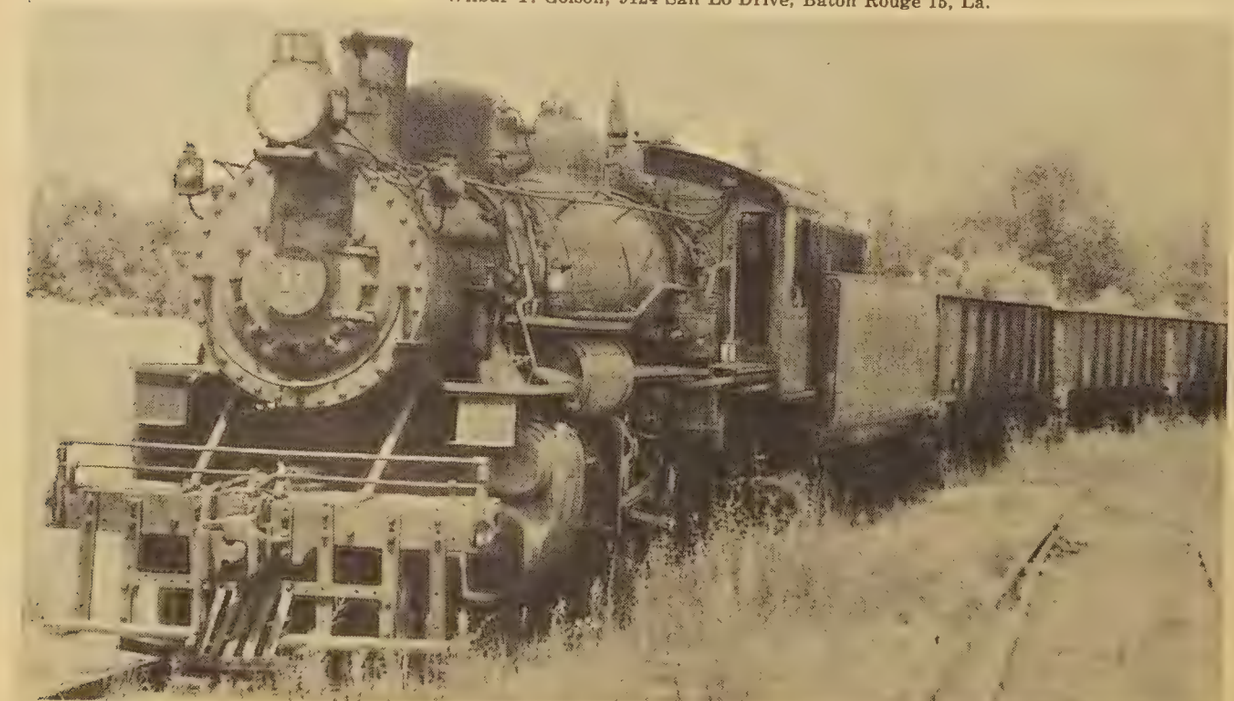
Wilbur T. Golson, in the cab, is backing Louisiana Eastern No. 2, a 4-4-0 type.
C. W. Witbeck, P.O. Box 970, Hammond, La.

Paulsen Spence died last fall but we still don't know what will happen to his standard-gage steam line, Louisiana Eastern, that served his sand-gravel plant at Shiloh, La., nor the 30 steam engines he kept there. Mr. Spence liked steam fans. Every Sunday in warm weather he ran a railfan passenger train, including his private car, a Pullman from the Al Wagner Carnival train. One day he posted an order: "Wilbur Golson wants to be a hogger. See that he gets his wish." Wilbur belongs to R&LHS, NRHS, ERA, etc. He learned how to handle engines and took over the Sunday runs plus extra work, his pay checks being made out to *Engineman W. T. Golson.*

"Last Oct. 29," he writes, "was a big day. We pulled 15 locos onto the main for picture-taking, spaced out the rest, and fired two of them for fantrips."

Two days later the owner passed away, leaving his railroad in doubt.

Louisiana Eastern 2-8-2 workhorse was the old Abeline & Southern No. 20.
Wilbur T. Golson, 9124 San Lo Drive, Baton Rouge 15, La.

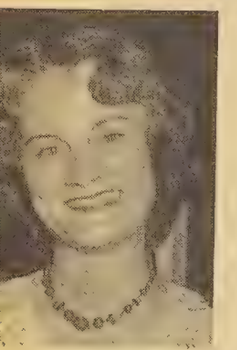


WHAT WILL HAPPEN TO THE LOUISIANA EASTERN?

The Louisiana Eastern's first passenger run of 1961 season: W. T. Golson at throttle, an engineer-instructor in gangway.
Photo by C. W. Witbeck

LE No. 1: photo run last Oct. 29th for Pacific Coast Chapter of NRHS visiting nearby Mississippi River steamboats.
Photo by Wilbur T. Golson

E. J. and Margaret Quinby. Typical of Jay's photography is this shot of Southern New York Railway car 60, made in 1938 on first excursion sponsored by Electric Railroaders' Association, this one jointly with National Railway Historical Society.



Interesting Railfans: No. 8—E. J. QUINBY

BORN in New York City on January 13, 1894, Edwin Jennyss Quinby, better known as "Jay," remembers the old horse-cars and cable-car lines. He says he recalls seeing, at age four, the then-new John Stephenson electric streetcars being drayed up Central Park West by big horses, probably Percherons, headed for the Harlem car barns before the completion of contact rails in the cable-conduit. When the city's juice operation began, horsecars were interspersed between the uncertain electrics to insure continuous operation.

Because his Dad was chief engineer of the Consolidated Telegraph & Electrical Subway Co., Jay was allowed to ride with him on the first train of the newly-opened Interborough Rapid Transit subway, October 27, 1904, with Mayor McClellan at the silver controller-handle and a flock of distinguished guests on board, including Frank Sprague.

At age 21, Jay, tall and proud and feeling important, qualified as motorman on North Jersey Rapid Transit line between Paterson, N. J., and Suffern, N. Y. (Photo shows him in a blue uniform trimmed with brass buttons. Jay always did like blue. That's why he joined the United States Navy, later on.) But alas for his interurban career, he was fired by Superintendent George Jackson because he showed more zeal than good sense in the performance of his duties! One day while handling his train at speed he beat a steam train on the parallel Erie Railroad. In order to do so, he left a nice old lady frantically waving her umbrella at a flag-stop, the lady reported him, and EJQ was minus a job.

After completing college, he designed railroad cars for American Car & Foundry. Later he became a railroad telegrapher, then a wireless telegraph operator on tramp steamers, and still later engaged in radio research and development at RCA laboratories.

In 1934 Jay founded the Electric Railroaders' Association, of which he is now honorary president. Meanwhile, he had met Miss Margaret Catherine Bell, a sweet young thing from Texas. Margaret was—and is—probably the only female on earth actively interested in both transit lines and pipe organs, two subjects dear to Jay's heart. Because of their mutual interests, he maneuvered her into marrying him, and the initials MCB began to appear as assistant editor of *Electric Railroads*, the ERA's periodical publication.

In 1945, when the old Connecticut Company was about to abandon a picturesque stretch of shore trackage to Short Beach from New Haven, he and Bill Fyler organized a group to take over to run as a juicefan attraction. Although Jay was in the Navy then, he managed to raise $1,000 for this worthy cause—don't ask us how—and eventually became its president. Today, the Branford Electric Railway Association, Inc., boasts two miles of track, fifty cars, a power plant, car barns, and shops, and the Sprague Museum. Many thousands of tourists have ridden its historic trolleys "on Memory Lane."

Jay assembled a 1000-pipe organ in their home at 30 Blackburn Road, Summit, N. J., and he and Margaret play it. Jay is also one of America's very few remaining steam calliopists. The calliope is the noisemaker that used to bring up the rear of circus parades. Aided by Dick Simonton, a fellow enthusiast, he installed one on a stern-wheel steamer, *Delta Queen*, after rescuing that beautiful packet from oblivion. They are now operating her for public vacation cruises on the Mississippi, and Jay plays her calliope. You can hear it for miles.

Jay has contributed many fact articles and pix to *Railroad Magazine*. He is 6¼ feet tall, as bald as an ostrich egg, wiry, and mellow, and still wears a close-cropped mustache. Now and then he visits our office. Margaret is blessed with mature beauty and a surprising degree of youthful vivacity.

Jay has a son, a daughter, and a modest winter home in Key West, Florida, with little to worry about but the inexorable fading of streetcar and interurban lines all over the world. ●

(No. 9 will be Rogers Whitaker, who holds mileage record for railfan travel.)

Interior of San Francisco Municipal car 1005, a semi-PCC type built by St. Louis in 1939 but now out of service. Bart Gregg, 1371 31st Ave., San Francisco, Calif.

Steve Maguire's TRANSIT TOPICS

CITIES without rapid transit systems are rushing to get extensive plans on the drawing boards for building such systems. Cities which already have rapid transit are figuring out ways to expand it. On the horizon to help out are signs of Federal support and an increasing desire on the part of people to leave their automobiles at home and ride public vehicles to work.

Steve Maguire

The National Capital Transportation Agency is laying plans for a wheel-shaped rail system for the Washington, D.C., area. Congress appropriated $1 million to buy land and will be asked for $3½ million more.

San Francisco's Bay Area Rapid Transit District is working out a several-county rail system for streamlined, mainly-automated cars operating at speeds up to 80 miles an hour through subways, underwater tubes, elevated lines, and surface tracks. Voters may be asked to approve a bond issue of some $900 million to finance this idea.

Georgians are considering a proposal by the Atlanta Region Metropolitan Planning Commission for a 60-mile, multi-county, rail system that would require $200 million to build. Atlanta Transit System, Inc., proposes a 16-mile rail system costing $59 million to carry travelers from outlying parking lots into the downtown area.

Los Angeles hopes to build a 23-mile downtown subway and surface rail system. The city hasn't quit building expressways—it plans to complete 40 miles more this year—but hopes rapid transit will ease expressway pressure by attracting more than 57,000 commuters now riding automobiles.

Rapid transit programs by cities are expected to get growing financial support under urban redevelopment plans of the Kennedy administration. Last year's Housing Act set aside $42½ million to be used by the Housing and Home Finance Agency to help cities experiment with new mass transit plans and to make low interest loans for the purchase of new equipment.

Boston wants $180,000 of HHFA funds to study running Metropolitan Transit Authority rapid transit cars from their own tracks onto the Boston & Maine and 12 miles to Reading, Mass.

Philadelphia and the Delaware River Port Authority are seeking a 15-mile, $60 million, rapid transit extension to Kirkwood, N.J. The big city plans additional transit stations and linking downtown rail lines.

The number of riders of rail rapid transit has been rising in the face of a decline in all other types of transit travel. Rail transit systems can carry 20 times as many people as automobiles in the same period of time while construction costs are about one-fifth the cost of freeways. Moreover, there are savings for the commuter. A study in Washington indicates that a 15-mile round trip by auto costs the motorist $2.60. Rail transit cost for the same trip, 84 cents, reports Railway Progress Institute, Chicago, Ill.

FIRST public operation of an automated, crewless, subway train on the New York City Transit Authority's shuttle line between Times Square and Grand Central nearly shut down the whole subway system when Transit

PTC "billboard" car, line 47, stops at Eighth and Girard in Philadelphia, Pa.
Harold A. Smith, 6167 88th Ave., Brooklyn, N.Y.

Workers Union president Michael Quill threatened a strike if the train ran.

After negotiations, TWU allowed the train to be operated if two employees rode it at all times—a needless expense to the city. It runs on one of four tracks of a busy half-mile route under 42nd Street, a block from the *Railroad Magazine* office. Three cars make up the electronically-controlled train, installed at a cost of one-half million dollars. It may be a model for other such installations. But subway officials say the entire New York system could not be automatized because of excessive costs.

CHICAGO TRANSIT AUTHORITY is experimenting with bus automation. A driverless bus is being tested on a short stretch of abandoned roadway of Lake Shore Drive between 38th and 47th streets. An electric wire placed in the pavement guides the bus electronically, we learn from Wm. C. Kessel, 99 Center St., Hamburg, N.Y.

Thus CTA, which not long ago gave up surface trolleys to buses because of the latter's *flexibility* in traffic, is now spending money to devise a means of eliminating that so-called advantage. We'd just like to see a driverless bus in busy State Street traffic!

EVENTUAL end of trackless trolleys is forecast in a report to Seattle (Wash.) Transit System which gave up real trolleys for trackless vehicles in 1939. The report recommends that Seattle's 219 trackless trolleys be replaced by 191 new diesel buses because, in addition to a claimed lower cost of two cents per mile for the foul-smelling buses, no firms are now manufacturing trolley coaches, and spare parts are becoming difficult to obtain.

April 21, opening date of the Seattle World's Fair, will mark the opening also of America's first overhead commercial monorail, a two-mile line connecting the fair with downtown Seattle.

ALMOST coincidental with the death of Axel Wenner-Gren, multimillionaire backer of the proposed Alweg monorail, the Los Angeles Transit Authority turned down the Alweg plans for a monorail system in the contemplated 23-mile backbone route from El Monte to Century City. Instead, writes Don Shelburne, 5742½ Temple City Blvd., Temple City, Calif., engineering contracts have been signed for that route, which would run underground 12 miles from West Los Angeles to Civic Center and then on the surface for 11 more miles to El Monte terminal. Shades of the Pacific Electric! Speeds along the line would be scheduled for 75 miles per hour maximum.

THE LAST conduit third-rail trolley service on earth ended Jan. 28, 1962. when the District of Columbia Transit System, Inc., "bussed" its two remaining streetcar routes, 14th Street and U Street, in the Nation's capital, thus following its pledge to Congress, when it took over six years ago, to eliminate all streetcars by 1963.

"NO STREETCAR line is permitted in a residential zone," rules Nick Baker, Olmsted Township zoning inspector, in a citation against Gerald Brookins, owner of the new trolley line being built at Columbia Park, Ohio. With the line almost complete, a carbarn under construction, and cars available, the arbitrary action was taken to prevent Mr. Brookins from going ahead with the project connecting his trailer parks and the early Americana museum he will build on the site. We await further news from Ted Taetsch, 14218 Garfield Ave., Lakewood, O., who is keeping us posted.

TWO old Los Angeles Ry. streetcars, which had been laying idle since 1925 in the backlots of 20th Century Fox Studios at West Los Angeles, were spotted by a member of the Orange Empire Trolley Museum, reports *Traction Gazette*, the museum's monthly publication, Box 501, Perris, Calif. A closer look revealed them to be Huntington Standard type cars 151 and 152. slightly altered to look like New York trolleys. Museum members raised money to buy the cars from the wrecking company at the site and then moved them to Perris, where they are now displayed.

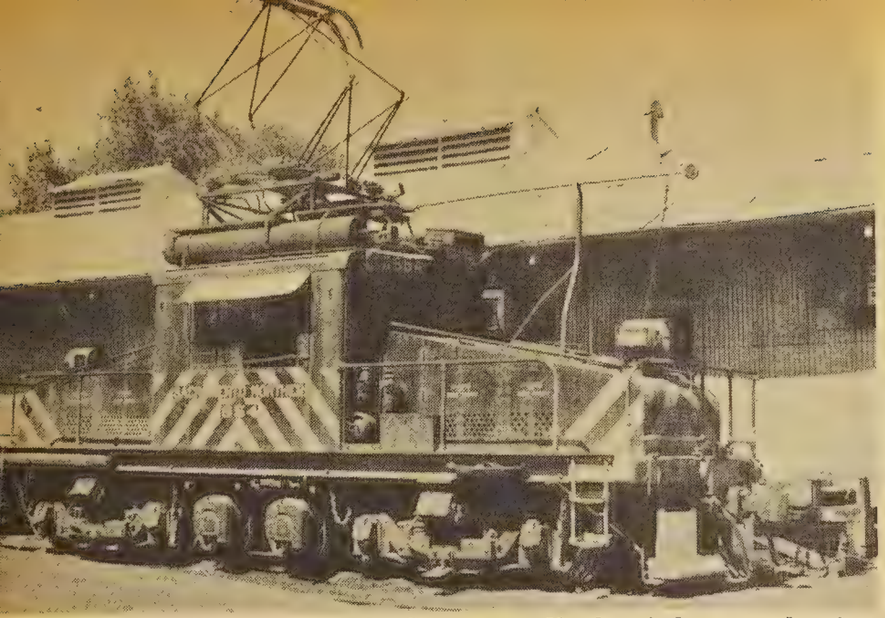
The museum is seeking cash to build a carbarn and is selling six different 1943 Pacific Electric timetables for $1 a set to aid this fund. One shows the name-train *Commodore* running between L.A. and Newport Beach.

WHEN the Lake Shore Electric folded up in 1938 some of its old wooden cars were sold for more than twice their original cost, writes Max E. Wilcox, 429 West Ave., Elyria, Ohio. Those cars, built by Barney & Smith in 1897, became LSE Nos. 2 to 26. But when they were being built there was a business depression and, to keep the plant operating, they were offered to the Toledo, Fremont & Norwalk Ry. for $75 each, just about cost price. Forty years later the LSE, which had taken over the TF&N, sold the car bodies for $75 each and their metal parts for $125.

NOTING the 30¢ fare adopted by Pittsburgh Rys. last December (express buses, 35¢), James Cerny, 1022 Province St., Pittsburgh, Pa., shows us how transit fares in his city have mushroomed since the 10¢ rate in 1948. Here is the record: 1949, 12¢; 1950, 15¢; 1951, 17¢; 1953, 20¢; 1957, 23¢; 1958, 25¢; 1960, 27¢, and now 30¢. A public vote is scheduled on plans for the creation of a mass transit authority to take over the Pittsburgh Rys. routes, 30 separate bus companies, and two inclined lines at a cost exceeding $31 million.

NOSTALGIA permeates *The Old Timer,* illustrated annual bulletin of Valley Trolley Veterans Asso., composed of ex-employees of Valley Rys., Lemoyne, Pa. The 1961 issue, sent to us by Richard H. Steinmetz, editor-

Richard H. Steinmetz
Valley Railways car No. 17, inbound from Enola to Harrisburg, is shown at West Fairview Sq. (Sept. 5, '35).



Engine 654, one of the Sacramento Northern's last two electrics.

Hudson & Manhattan train approaching Journal Square.
All photos on this page by Steve Maguire, 1411 River Rd., Belmar, N.J.

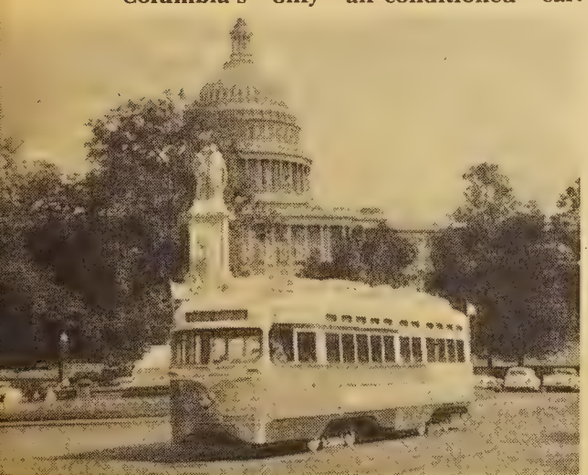
historian, Camp Hill, Pa., contains the following from S. W. Brougher:

"While I never worked for the company, I did some things to it such as pulling trolley poles off the wire, placing a toolbox crossways in the center of New Cumberland trolley bridge, throwing a switch wrong for the N.C. cars, and soaping tracks on the hill to the bridge. When we didn't have soap, molasses did just as well.

"Best broom-swinging conductor, who rode the rear end of the cars, was Mr. Coover. You would no sooner get your foot fast in the cowcatcher, as we called it, than down came the rear window. Boy, would he thump you until you got your foot loose and dropped off the car!

"One trick that just about drove the trolley men crazy was done to the loose overhead trolley wire at the lower end of town near the creek bridge. We would lay in high weeds on the railroad bank and when the car left the bridge we would put our feet against the pole and push until it shook. Then off went the trolley pole (we called it the monkey), just as the car came into the first street in Fairview. When the car going into Harrisburg got to this street, we'd shake the pole again, and off came the trolley pole. It shot up into the steel overhead beams and sparks flew. For months we had the track crew checking the tracks and trolley wire, until someone tightened the pole, which ended our fun."

DC Transit No. 1512, formerly the "Silver Sightseer," was District of Columbia's only air-conditioned car.



TWO juice switchers are in regular use on the Sacramento Northern Ry. at Yuba City and Marysville, Calif., writes Herman Darr, 102 Bettcher Ct., Grass Valley, Calif. The present SN diesel goats are not heavy enough for the work, so SN steeple-cab motors 653 and 654 switch in the yards at Yuba City and Marysville, about a mile apart and separated by the Feather River.

Stored in the Marysville yard are Birney car 62 and San Francisco Municipal Ry. car 178. Bay Area museum groups own both.

PST tour 2-car train May 6, lv. 69th St. Term. 11:45 a.m. DST. Fare $4 (pay before April 15 and get 50¢ refund on day of tour). Sponsors: Trolley Museum of N.Y. and Transit Improvement Asso. Contact Everett White 481 12th St., Brooklyn 15, N.Y.

REORGANIZATION of the Hudson & Manhattan R.R. under a plan approved by bankruptcy court now appears certain. The Port of New York Authority would take over and operate the insolvent rail lines under this plan and the valuable downtown New York real estate owned by the line would be separated and become an independent, profitable corporation.

Meanwhile, the Port Authority is working on plans to allow the several railroads in North Jersey to transfer to and from H&M trains at a point near the site of the old Manhattan Transfer just east of Newark, N.J.

The entire Jersey Central commuter system is threatened by abandonment. CNJ says it won't run passenger trains after next year unless it, too, can run into the Pennsy's Newark station, where its trains can connect with H&M instead of connecting with its ferries across the Hudson River from its terminal.

Two obstacles to connecting H&M with other roads are the clearance and sharp curves on the H&M line, built a half-century ago. The short H&M cars can use these routes, but bigger MU trains such as the Erie-Lackawanna's could not negotiate them.

Electric Railway Publications

United Railways of Oregon, **36 pages, 8½x11", well illustrated, $3, is the latest electric traction story published by Pacific Railway Journal, P.O. Box 91, San Marino, Calif. Authored by Harley K. Hallgren and John F. Due, the latter being co-author of *The Electric Interurban Railways in America*, this issue covers one of the first interurban lines to convert to steam operation. Built in 1909 as an interurban from Portland east to Wilkesboro, Ore., it was bought by Jim Hill in the struggle between the Hill and Harriman interests.**

Shore Line Electric Ry. (Part 2), **covering predecessor companies of the SLE, is available in 8x11½ size, 22 pages, from Connecticut Valley Chapter of NRHS, Warehouse Point, Conn. Included are early days of the Norwich & Westerly Traction Co., Pawcatuck Valley Street Ry., Groton & Stonington Street Ry., and New London & East Lyme Street Ry., written by O. R. Cummings and Charles F. Munger and illustrated. Price, $1.**

Where are the Railroads and Subways Going?, **19 pages, 8½x11", beautifully illustrated, by Robt. E. Niebuhr, 2 Park Pl., Bronxville, N.Y. ($1), is a report on present rail transportation in New York's metropolitan area with emphasis on future plans and the possibility of connections between various routes. The author considers every plan seriously advanced thus far and adds ideas of his own.**

Copies of two Australian traction books may be bought at 75¢ each from Owen Davies, 1214 N. LaSalle St., Chicago, Ill. These include 6x9" size issues of *Across the Bridge*, a 40-page history of North Sydney traction lines, and *Destination City*, a 44-page pictorial coverage of Melbourne tramway cars.

Reprints of a 1925 Pittsburgh Rys. map and a timetable of all interurban lines in that area may be had for 50¢ a set from Pennsylvania Railway Museum Asso., Box 832, Pittsburgh 30, Pa. Funds received from this sale help the trolley museum project at Arden, near Washington, Pa.

IF YOU'VE ever been a railroad boomer you know what I mean by saying the life wasn't all "beer and skittles." Some of your breaks were hard and tough, and there were times when you wanted to go so far away from rolling wheels that a callboy couldn't reach you with nine dollars' worth of postcards.

Even in the link-and-pin age, seniority governed promotions just as it does today. Preferred runs were held by home guards with plenty of "whiskers." The boomers got what was left, jobs that nobody else wanted. You might talk big about hitting the Santa Fe for the green fruit season or the Jim Hill Road for the stock rush or for 'bo money when the grain was moving. But when you got there you'd find a home guard on the head end or taking things easy in the parlor car of a redball freight while you'd have to battle hotboxes on some drag.

Yeah, brother, if you picked yourself a boomer career you passed up the soft assignments. You made up your mind to enjoy rawhiding—as I did, after a fashion. Born with itchy feet, I had a yen to see what lay on the other side of the hill. That's what made me a rover. But I soon learned that, except for their numbers and lettering, all boxcars looked pretty much alike and that locomotives made the same kind of noise grunting over the grades of the Blue Ridge as they did climbing the Rockies.

I have known sailors who toiled for long brutal years on the old windjammers, who touched at Singapore and Rangoon and Aden, at Bahia Blanca and Marseilles — ports whose very names spell romance and high adventure—but all that those slaves of the forecastle knew about them was the little street or two of grog shops and dives that fringed the waterfront right around the world while their romance was limited to the blowsy females who did business behind pale red lights.

I remember Truckee, California, when it was a boomer job at certain seasons. At Truckee you could catch all the trout you wanted, if you were willing to walk three or four miles from town, but most of the wandering "rails" who lit there preferred to put in their spare time swapping lies on the hotel porch or playing poker in the back room of some saloon.

One day I came through Dunsmuir, California, on the Southern Pacific, and found "Butch" Cunningham holding down a job as night engine foreman. The switch shanty, an old discarded boxcar, sat on a pedestal of ancient carsills that extended right out over the river. This was the headwaters of the Sacramento River, which at Dunsmuir is a brawling mountain torrent, as cold as ice and clear as crystal.

The switch shanty was equipped with electric bulbs, and at the rear the ingenious Butch had rigged a light and a powerful reflector. Occasionally at night he would turn on this beacon which shone directly into a deep quiet pool and would thoughtfully dump a pound of minced liver into the water. The trout seemed to have learned that the illumination was a call to dinner. And, mister, did they respond! Inside of five minutes that pool would be aswirl with glistening fins. By fishing out the window, Butch provided many a trout breakfast for his helpers and various wandering railroad men. This was strictly against the game laws, but the shrewd engine foreman couldn't see why all the trout should be saved for dudes from San Francisco and Portland.

I don't know how many hundred worthy brothers have parked their carcasses in that shanty since the track was laid through "Hungry Man's Canyon," but I'll wager my social security number against yours that Butch Cunningham was the first one to fish out the back window there.

In my boomer days I took a flutter at numerous jobs besides railroading. Every so often I'd get tired of rolling wheels and would try something different. I plunked a guitar and sang songs in mining-camp saloons, I played small-time vaudeville, I ran a hay ranch in Nevada, I fought as a revolutionist in old Mexico, I had a working interest in a "promising" mine in New Mexico, and I was once proprietor of a roadhouse. This will give you a rough idea, but my present story is about the time I quit a Canadian Pacific job in Saskatchewan to be a saddle tramp.

I WAS a young fellow then. After working fourteen hours per day for nearly a month on a switch engine at Regina, I left the rawhiding outfit and grabbed a plush cushion for Moose Jaw to collect my money. But before I could get out of the super's office I fatuously allowed his chief clerk to sign me up for a job of braking.

Well, sir, I didn't last very long as a shack on that pike. The Regina switching term had been rough but the braking was no better. There weren't many men on the extra board, and Canada had no sixteen-hour law; the brass hats worked us spare men until we were nearly dead.

So after two weeks I bunched it, as the saying goes, and reveled in eighteen hours of uninterrupted sleep. The following morning, when I opened my eyes in a room flooded with warm summer sunshine, I felt like a human being for the first time in a month. Pictures drifted lazily through my mind. One was that of a tiny lake just east of town. I remembered having seen it from the deck of a boxcar on a hot, sultry day, and at that time I had longed for a swim in its inviting waters. Well, that's

ROLLING WHEELS

True Tale by "HAYWIRE MAC"

what I would do now. Swim, and loaf under the dwarf willows.

What an idea! I had no job, plus a fixed intention of not allowing myself to be talked into taking one. Besides, I had a pleasant jingle of silver and a crackle of horse-blanket Canadian bills in my pocket. And as a man of leisure I proposed to enjoy life. Accordingly, I stocked up on food and drink and a couple of magazines, all of which I lugged out to the vicinity of that pleasant pond and proceeded to disport myself as per schedule.

While I was swimming in nature's garb, I looked toward the shore and saw a stranger come up to the fire which I had kindled to boil a can of Java, and he stopped to light a cigarette from its embers. I watched. He was a young man with copper complexion, a shock of black hair, a friendly grin, and incredibly keen eyes. *Probably a Sioux halfbreed from Dakota,* I decided. He wore high-heeled boots, levis, a flannel shirt, and a beaded-band Stetson hat shoved back on his head. It didn't take us long to get acquainted.

"Excuse me," I said, emerging from the water stark naked, "but do Indians ever whip their children for smoking cigarettes?"

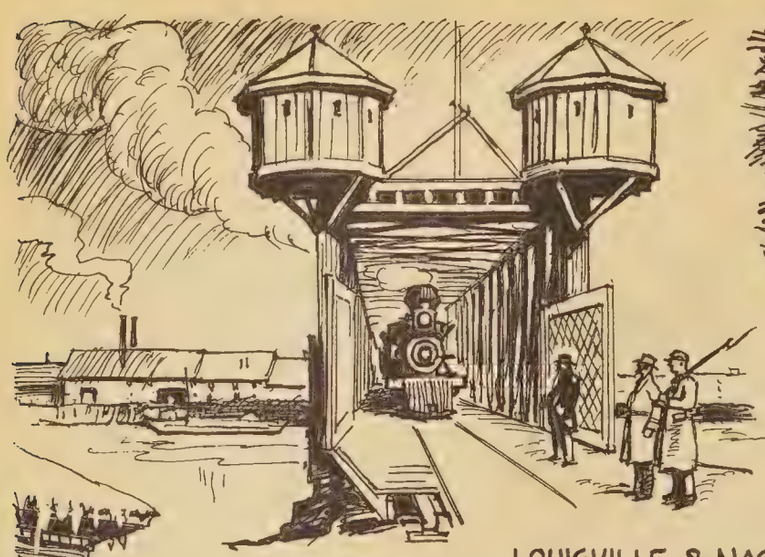
"Indians," he replied in good English, "never whip children for anything."

Thereupon he introduced himself as Willie Thompson Little Bear and I told him who I was. Then I dried myself and slipped into my duds. Our next move was over the hill to Willie's camp beside a smaller pond. The camp included a bedroll hidden under some bushes and a blackened coffee pot and a skillet by the ashes of a dead fire and three hobbled horses nibbling the buffalo grass nearby.

First we made supper. Then we sat around talking in the long twilight. At that time of year there are only three or four hours of real darkness in the northern latitudes; you could read without a lamp until nearly eleven p.m. Willie

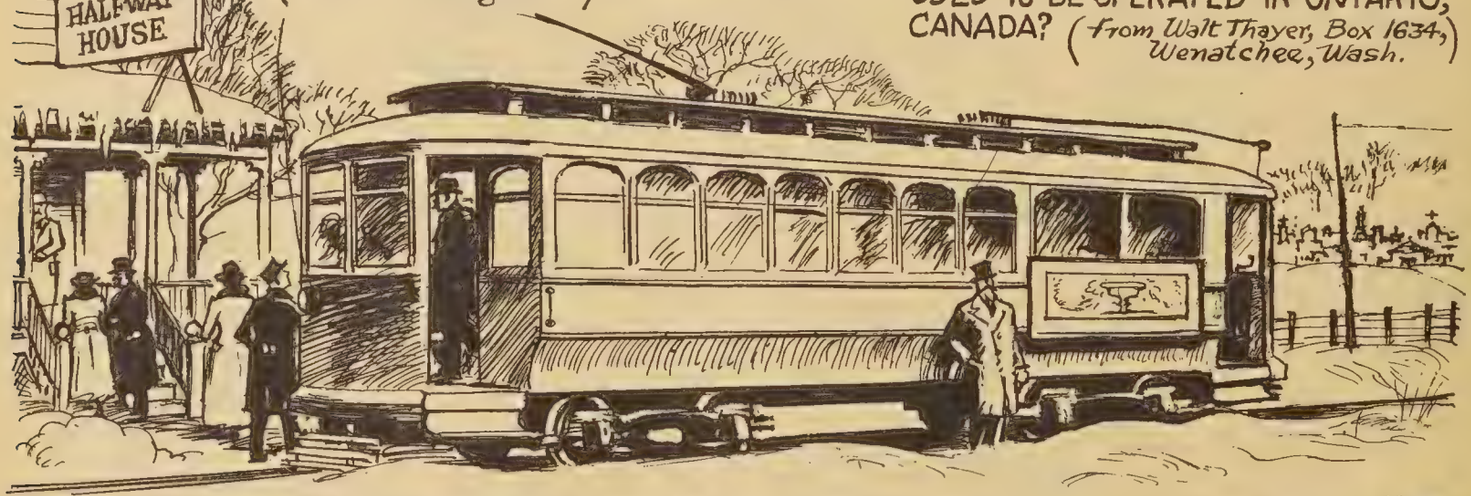
ALONG THE IRON PIKE

by Joe Easley

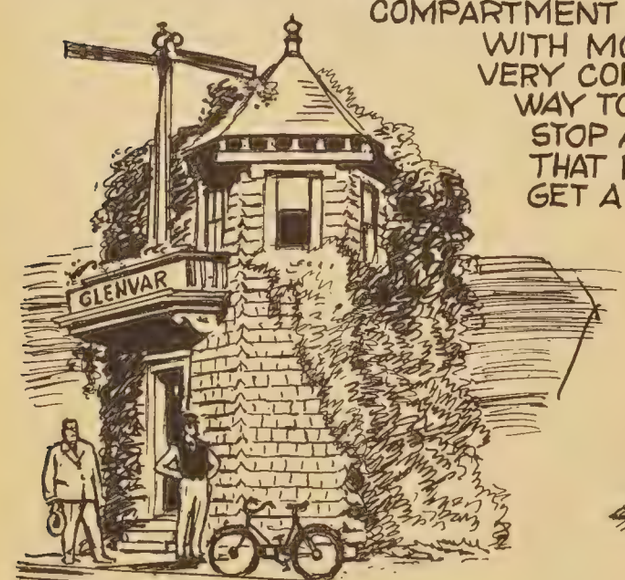


LOUISVILLE & NASHVILLE RR, BRIDGE 100 YEARS AGO. CONFEDERATE TROOPS BURNED TEN L&N BRIDGES IN KENTUCKY SOON AFTER CIVIL WAR STARTED. (from L&N Magazine)

WHO CAN TELL US ABOUT THIS PRIMITIVE POLE-TRACK RAILWAY THAT USED TO BE OPERATED IN ONTARIO, CANADA? (from Walt Thayer, Box 1634, Wenatchee, Wash.)



FUNERAL TROLLEYS LONG AGO HAD A CASKET COMPARTMENT TO LET THE DECEASED RIDE WITH MOURNERS. SOMETIMES ON VERY COLD DAYS SUCH A CAR ON WAY TO CEMETERY WOULD STOP AT A TAVERN SO THAT BEREAVED COULD GET A NIP OF CHEER.



HOW MANY OLDTIMERS REMEMBER QUAINT NORFOLK & WESTERN TELEGRAPH TOWER AT GLENVAR, VA., TORN DOWN IN EARLY 1920'S? (from N&W Magazine)

THE LAST STEAM-HAULED *GOLDEN ARROW* PULLS OUT OF LONDON. LUXURY TRAIN THAT CROSSES ENGLISH CHANNEL ON BOAT IS NOW PULLED BY ELECTRIC LOCOMOTIVE.

used the coffee pot for a knuckle drum and sang me an interminable Sioux song about a horse. At least that's what he said it was about. Not to be outdone, I responded with about twenty-seven stanzas of *The Cowboy's Lament.*

Then beat the drum slowly and play the fife lowly
Play the Dead March as you carry me along.
Take me to the green valley and lay the sod o'er me,
For I'm a young cowboy and know I've done wrong.

Brother, I sure done justice to the old ditty that night. At length we spread the blankets and crawled into bed.

NEXT morning it didn't take us long to dress, because we hadn't bothered to take off much except our boots and hats. We washed in the pond, fried some bacon, downed a pot of black coffee, and felt pretty good. The sun was so high that I thought it must be getting along toward noon. But when I looked at my watch I saw it wasn't five a.m. yet. The old haymaker sure rises early in Canada.

Willie had decided to make an extensive tour of southern Saskatchewan, where he had some Injun relatives, and proposed that I throw in with him to see what the country looked like. This was jake with me. I was tired of boxcars anyhow and as we would travel south there wasn't much danger of our running into any. The nearest iron in that direction belonged to Jim Hill, some three hundred miles away.

By early lunch time we were ready to start. Heading into Moose Jaw, we bought some flour, tea, bacon, dried fruit, and other provisions and I paid fifteen dollars for a second-hand stock saddle. (Later I sold it for ten bucks.) And we loaded over our grub onto the pack-horse, topping off with the tarpaulined bedroll, and lashed everything down snugly with a diamond hitch. Then we mounted and rode.

As we jogged along I wondered what had become of all the homesteaders who were pouring into Canada that year from the States, lured by posters heralding this section as "The Last Best West." Every westbound freight, it seemed, included from one to five zulus (emigrant cars) next to the caboose. You might have thought the wheat belt on the American side was being depopulated. And on this trip I saw where many of them were landing. All the way from Moose Jaw to Johnson's Lake and for plenty of miles after leaving it, we were hardly ever out of the sound of hammers nor out of sight of the tarpaper shacks that were being tacked together all over the prairie.

We shoved right along, as Willie knew we'd never run across any Sioux in that kind of territory. In fact, we were four days and a good hundred miles south and west of Moose Jaw before we began to meet Injuns.

It was a fine life. We followed a lonely trail under the vast blue sky. Prairie chickens dodged our horses' feet and the country was alive with songbirds. Now and then we passed a few horses and cattle standing in blue-stem grass tall enough to whip their knees and we found a hundred sloughs whose shores swarmed with half-grown wild ducklings. Willie said that most of these ponds dried up in the late summer but by that time the young ducks were able to fly. Every night we slept under the stars with the clean fresh wind whispering in our ears and we crawled out of our blankets at sun-up, feeling able to whip a couple of wildcats. It was a lot easier than railroading.

Once we helped a Scotch homesteader to break in a team of oxen that he had bought from a Frenchman. When he hooked 'em to a sodbuster plow, he found the bulls didn't understand English and he couldn't talk French. Breaking new land is no job for boys—or horses. Today they use tractors, but back in 1910 the answer was bulls. A horse pulls with his muscles and he'd kill himself on a sodbuster in half a day. An ox just leans into the collar and lets his ponderous weight do the work.

The first thing we tried after we came up to the Scotchman was rigging a pair of lines so he could drive 'em like a horse team, but you couldn't have bent the necks of those bulls with a canthook. At length Willie and I rode, one on each side, and prodded 'em in the right direction when the homesteader hollered "gee!" or "haw!" We stayed with him all afternoon and most of the next morning and when we left he was turning as pretty a furrow as you ever saw. The Old West was vanishing.

WILLIE had a cousin named John Many Ponies, whom we located after about ten days of prowling. Old Chief John was the lord of two sections of fine prairie land. He ran a couple hundred head of cattle under his own brand and boasted twenty-five or thirty scrubby horses and a fast spotted pony for his personal use. The family had a four-room frame house which was nestled, like most Sioux shacks, in a coulee sheltered from the north wind. With the first breath of spring, the chief, his wife, and two daughters, Anna and Rose, had set up a tepee in the yard and they seldom went indoors except sometimes for their meals.

The girls were easy to look at. Both were shapely and big-breasted, with real pretty copper-colored faces, long black hair done up in braids, and long black eyelashes. They wore tawny deerskin dresses. Their limbs were slim and muscular and their well-curved behinds were just the right size. I sort of gravitated to Rose, who was about sixteen, while her sister must have been two years older.

The house was equipped with golden oak furniture of uncertain age, including a cottage organ like the ones you see today in Salvation Army meetings, and both Indian girls could play it, and there were two small bedrooms, one of which Willie and I shared. Although the chief was hospitable, he hated white men in general and would not have welcomed me if Willie hadn't introduced me as a Cherokee "breed" from Oklahoma. Willie wasn't entirely wrong as to my Indian blood but he did exaggerate it.

We earned our keep around the place. With the aid of the chief and his daughters, we rounded up and branded the calf crop, and Willie broke a half-dozen broncos. I began to think my pardner was destined to become a permanent fixture around the place as he and Anna were getting thicker every day. I wasn't doing so bad with Rose, but I had no intention of buying a blanket and settling down in Saskatchewan.

Finally the situation came to a head over a dance at a French halfbreed settlement called Willow Bunch. Willie wanted us to go and take the girls but Chief John said "No." And that is exactly what the chief meant. He disliked the French-Crees almost as much as the whites and didn't want any member of his family to associate with them.

So Willie and I rode off together, without the girls. A sizeable trail herd from southern Saskatchewan and bound for the Canadian Pacific Railway at Swift Current had pulled into the country a day or two before and was camped five miles away. We rode by to see if any cowboys felt like attending the dance, but the trail boss didn't like the looks of the weather. He said he hadn't too many hands to hold the cattle if a storm should blow up.

About ten p.m. we pulled into Willow Bunch and found the dance in full glance. Willie scraped acquaintance with

three or four Sioux bucks, while I managed to horn in on the orchestra consisting of a fiddle, a guitar, and a wheezy button accordion. Later I took one of the girls for a whirl on the floor. If you've never danced with an Injun gal you missed a lot. Those females dance in a primitive sort of way as if they really mean it, with eyes downcast, lips parted slightly for breath coming quickly as their breasts rise and fall, and thin lines of passion across the forehead. Heck, now that I think of it, I've seen Harvey House girls dance that way, too.

My pal vanished and for the next hour and a half I caught only occasional glimpses of him. Then about 11:30 he came around smelling like a pie bakery to invite me out for a drink. I declined, with a feeling that Old Man Trouble was sneaking up on us. Brother, was I right!

Half an hour afterward I heard a war whoop from the direction of the doorway and Willie burst out with a blazing Roman candle in each hand, surrounded by a cloud of sparks. Red, white, yellow, and green balls were shooting out into the walls on all sides. They didn't all hit the walls, either; and there was a general dive for the windows, which fortunately were only three or four feet off the ground. The Cree boys and girls took the window sashes right along when they left. I don't think I ever saw a dance hall emptied faster —or wrecked more completely!

GETTING hold of the drunken fool, I hustled him outside to the hitching rail where our ponies were tied. I knew it wouldn't take the outraged Crees long to get organized. What I craved between me and Willow Bunch was distance. It took some effort to herd Willie out of town. He wanted to wait and sing Sioux war songs, but eventually I got him going. I didn't return home with Willie. Instead, I went to the camp of the trail herd. After an early breakfast the next morning, a keen observer might have descried a certain truant boomer bringing up the drag of a herd of bawling whitefaces, but headed toward the railway. Four or five days later we reached Swift Current, Saskatchewan, on the main iron of the Canadian Pacific. I helped to load the steers, and the boss gave me ten bucks for my labor.

While I was tilting a bottle of beer with my cowboy friends I heard the mellow whistle of a westbound freight pulling into the Swift Current yard. I leaped to my feet. Shortly afterward the freight trundled out again after changing crews and engines, with me lolling on the cushions of the crummy.

I wish you could have seen the look of amazement on that conductor's face when I stalked through the door in a battered sombrero, flannel shirt, gaudy neckerchief, and cowboy overalls, and then dug into my pocket and produced a paid-up receipt for dues in the "Stingers" (Brotherhood of Railroad Trainmen). The parlor shack examined me in the secret works before pronouncing me okay.

After that I flattened out on the cushions with my rolled coat under my head for a pillow. That caboose rode like a buggy and the click of the wheels underneath soon settled into a well remembered rhythm. I dragged in a snootfull of air slightly flavored with coal smoke that smelled like a hub warming up somewhere ahead. My six weeks' fling was over: six weeks with the Indians, and now back on the rail where I belonged.

"They're hiring brakemen at MacLeod," the hind man told me, "but you could get a better job holding 'em down on the west slope of Crowsnest in British Columbia. With your experience at mountain railroading they'd take you in a minute."

The idea sounded good. To get there would mean a long detour by way of Lethbridge, Alberta, but what the hell! My feet were on the Boomer Trail again and the rolling wheels were singing an old familiar song. ●

Old Vulcan Engine, Buried for Years, Runs Again

A hunter found a slim-gage locomotive which had been half-buried for years in a river bank at Petrolia, Calif. Railfans Gus Haggamark and Henry Sorenson bought her for $1, dismantled her, and trundled her for two hours over mountain roads to Henry's ranch at Freshwater, Calif. She is a saddle-tank 0-4-2 (Vulcan, 1908). Her woodwork was rotten; bell, whistle, pistons, valve rods, bolts, etc., were gone. They got the original construction data from Vulcan Iron Works. Then, patiently working weekends and acquiring duplicates of missing parts from various sources, they rebuilt her into working order. They also bought and rebuilt an Arcade & Attica caboose, vintage of 1880's, erected an enginehouse, and laid track, with a curved trestle over a creek that flows through the ranch, using rails and ties from abandoned logging roads. Now they are running her on what they call the Redwood Coast Railroad. Besides being a fan, Henry used to be an engineer on a logging line, and railroaded in World War II.—*F. D. Lyon*

Railfans are now operating the resurrected saddle-tank 0-4-2, built by Vulcan in 1908.
Photo from PG&E Progress, San Francisco

The P&LE Built 134 Locomotives

Data and pix from John W. Barriger, President, Pittsburgh & Lake Erie Railroad, and W. F. Kascal, P&LE Chief Mechanical Officer

FROM June, 1895, to August, 1915, the Pittsburgh & Lake Erie built steam power in its shops at McKees Rocks, Pa.: 3 engines in '95, 4 in each of the next two years, 3 in '98, 7 in '99, 6 in 1900, 5 in '01, 4 in '02, one in '03, 10 in '04, none in '05 or '08, 10 each in '06, '07, and '09; 15 in '10, 5 in '11, 22 in '12 the most prolific year; 10 in '13, and, 5 in '15; total, 134. The program was in charge of L. H. Turner, supt. of motive power, with D. J. Redding asst. supt. and P. L. Redding, later Wm. Smith, general shop foreman.

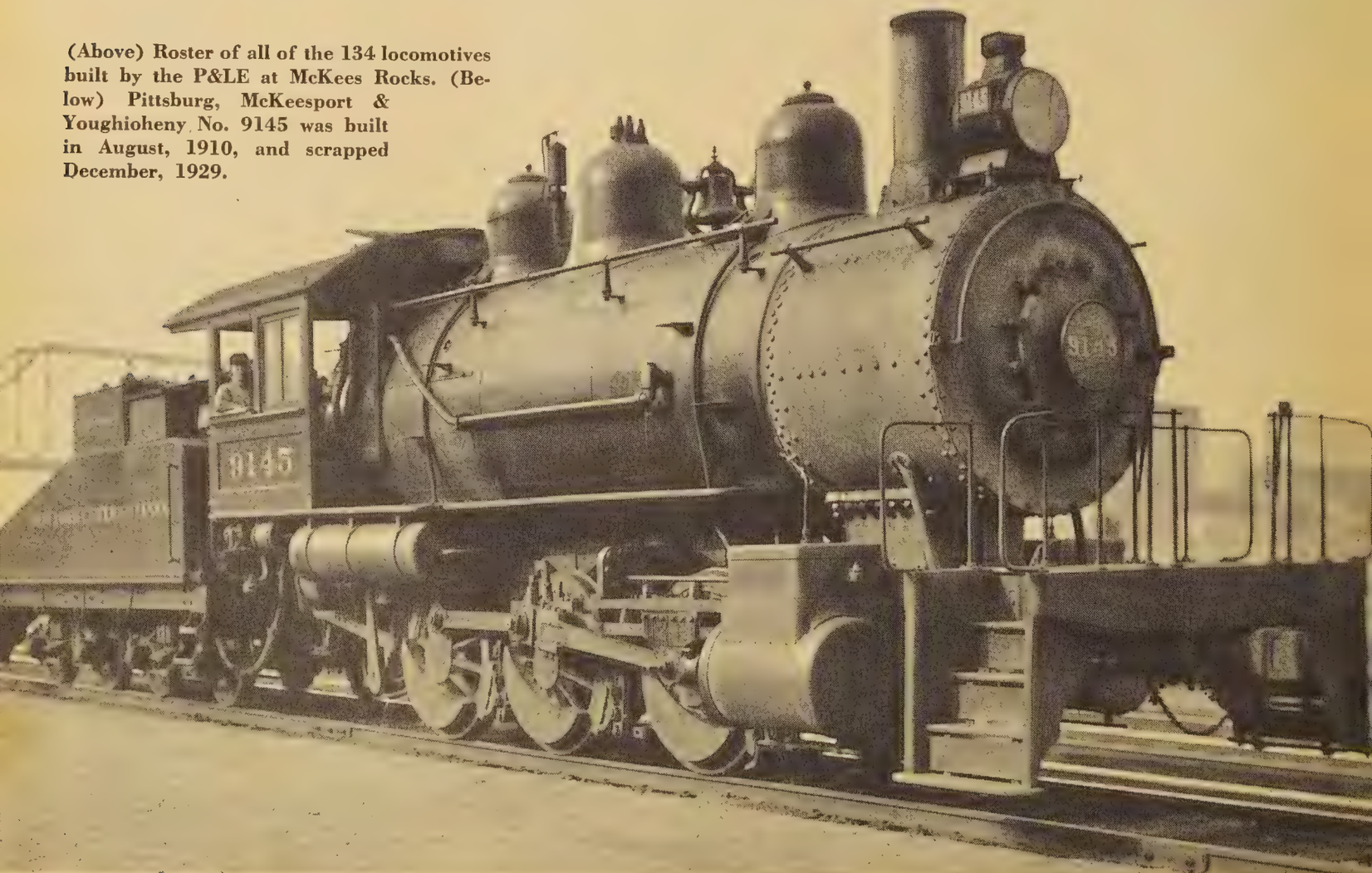
At first they had only two buildings, a machine shop and an erecting and boiler shop. There was no space for overhead cranes to manufacture the big heavy parts of locos; so the boilers, fireboxes, frames, and cylinders had to be bought ready-made, together with some smaller parts. In 1904 new, larger buildings permitted P&LE to make more parts. But due to the growing number of P&LE engines, including those bought from regular builders, and the consequent repairs handled by the shops, the road kept buying heavy parts.

Scenes in enlarged McKees Rocks shops of Pittsburgh & Lake Erie in 1904, showing 120-ton crane and (lower photo) locos 23, 164, 166, and 2 others in erecting shop.

P&LE built No. 2 in July, '95; renumbered her 9001 in Sept., 1907; sold her to Harbor Commission as its No. 4, May, 1910.

Year Built	Total Locos	RR. Class	Wheel Arngt.	Wt. on Drivers	Steam Press.	Cylinders	Whl. Dia.	Numbers Original	Changed in 1906 to	Disposition
1895-'99	9	B 101	0-6-0	99,700	150	18x24	44	P&LE 1-3, 5 29-31, 37, 38	P&LE 9000-'8	Sold 9
1898-1903	21	B 101	0-6-0	99,700	150	18x24	44	PMcK&Y 209-'29	PMcK&Y 9100-'20	Sold 21
1896	4	C 101	4-4-0	65,200	160	18x24	62	PMcK&Y, 9925-'8	PMcK&Y 9295-'8	Sold 4
1897	1	B 103	0-6-0	128,900	180	20x26	44	P&LE 9121	PMcK&Y 9121	Sold 1
1899	2	C 102	4-4-0	110,400	180	18x24	62	P&LE 9251, '2	P&LE 9251, '2	Sold 2
1904-'13	51	B 104	0-6-0	153,000	200	20x26	44	P&LE 9020-'9	P&LE 9020-'9	Sold 15, Scrapped 36
1906-'12	36	B 104	0-6-0	153,000	200	20x26	44	PMcK&Y 230-'9	PMcK&Y 9122-'31, 9132-'46, 9150-'60	Sold 8, Scrapped 28
1913	5	G 104	2-8-0	177,880	200	22½x30	44	P&LE 9393, '7		Scrapped 5
1915	5	F 105	4-6-0	160,000	200	22x26	66	PMcK&Y 9220-'4		Scrapped 5

(Above) Roster of all of the 134 locomotives built by the P&LE at McKees Rocks. (Below) Pittsburg, McKeesport & Youghioheny No. 9145 was built in August, 1910, and scrapped December, 1929.



Built by the P&LE in July, 1913, this 2-8-0 was dismantled 37 years later.

BOOKS of the RAILS

CANADIAN STEAM!, edited by David P. Morgan, 148 pages, 8½x11½", 94 photographs, brief but adequate text matter, jacket picture in color, Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee 3, Wis., $6.95.

Despite his avowed championship of diesel power, Dave Morgan also admires steam. "I have been preoccupied with the steam locomotive," he says, "ever since I could count up to 2-6-0." One thing sure, he shows excellent judgment in the pix of engines, trains, and scenics he selected for this book, while the art makeup staff merits a special award of its own. You might even say that *Canadian Steam!* is breathtakingly beautiful. It has a pleasing variety in both pictorial treatment and large number of camera men whose work it includes. There is even a little human interest.

HIGHBALL: *A Pageant of Trains*, by Lucius Beebe, 224 pages, 8½x11", illustrated, reprint of a book published originally about 20 years ago, identical text matter, same photos and old prints, same size, Bonanza Books, a division of Crown Publishers, Inc., 419 Park Ave. S., New York 16, N.Y., $2.98.

A popular classic, long out of print, now available in reprint at an unexpectedly low price. Both pictorially and textually, the new-old book has a fine nostalgic flavor. Beebe's introduction states, "The borrowed time on which a vast number of little railroads have been living is, as this is being written, coming to a close." How true!

THE VANDERBILTS AND THEIR FORTUNES, by Edwin P. Hoyt, 434 pages, 6x9", bibliography, indexed, Doubleday & Co., Garden City, N.Y., $4.95.

"In one generation a Vanderbilt had created the great fortune," Hoyt writes. "In two generations the family had become the richest in the world. In three generations the Vanderbilts had become the first family of America. But at the end of four generations, power had slipped from their hands—and while the Vanderbilts did not suffer poverty, the family had lost its place of leadership in the affairs of America.

"What had happened? What makes a fortune—and what destroys one?"

The author himself supplies the answers. His monumental book covers a span of over three centuries, beginning with 1640, when the Commodore's Dutch-born great-great-great-grandfather arrived at New York, and ending May 26, 1954, when the Vanderbilts lost control of the New York Central Railroad to Robert R. Young.

Hoyt illuminates those centuries. He tells how Cornelius Vanderbilt dominated the shipping world before he went into railroading, how his son William H. doubled the family wealth, leaving $200 million at his death, and why the present-day Harold S. Vanderbilt was forced to yield the railroad to a "juggernaut of economic power." All in all, *The Vanderbilts and Their Fortunes* is lively, informative reading matter.

A minor sidelight: the office of *Railroad Magazine* is located only a block away from Grand Central Terminal, with its greenish bronze statue of the Old Commodore still set back above the main entrance, and our longtime illustrator Joe Easley lives on Staten Island a short distance from where the Vanderbilts settled some 300 years ago and where now the Old Commodore is sleeping out Eternity.

NIGHT TRAIN, compiled by Donald Duke, 127 pages, 8½x11", a photo salon with brief introductory text matter, published by *Pacific Railroad Journal*, P.O. Box 91, San Marino, Calif., $5.75, de luxe edition $7, (plus, for Calif. buyers only, 4% sales tax).

Never before have we come upon so superb a gallery of railroad camera stud-

(Continued on page 40)

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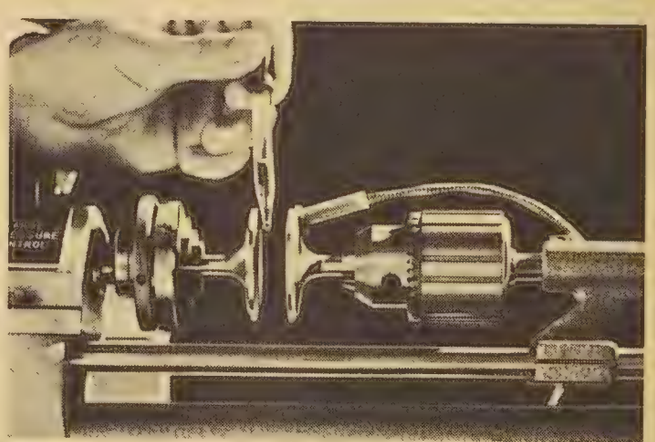
Day after day, hour after hour, tiny drops of oil—premium grade oil, low grade oil, contaminated oil, *and oil samples with* BARDAHL *added*—were placed between the two rubbing valves. Thousands of test runs were recorded.



Thousands of oil samples were tested on this delicate jeweler's lathe

The valves were cleaned and re-cleaned. The instruments checked and re-checked. Finally, the York engineers were satisfied they had eliminated every chance of error. The results were uncontestable.

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Your car will also be peppier, run smoother, be free of many irritating engine noises. BARDAHL helps remove sludge and gum which foul up valves and hydraulic lifters, and make your engine sluggish. You'll feel more power and get more mileage.

York Engineers Reported:

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December 11, 1961

What is this magic additive called BARDAHL?

There is nothing so magical about the idea that new chemical compounds can improve ordinary hydrocarbon oils taken from the earth. BARDAHL happens to be an unusual blend of such chemicals and fine oil. It carries an S.A.E. viscosity rating and you could use it "straight" in your crankcase. Fortunately you need only a 20% mixture, or one quart of BARDAHL with each four quarts of your normal oil.

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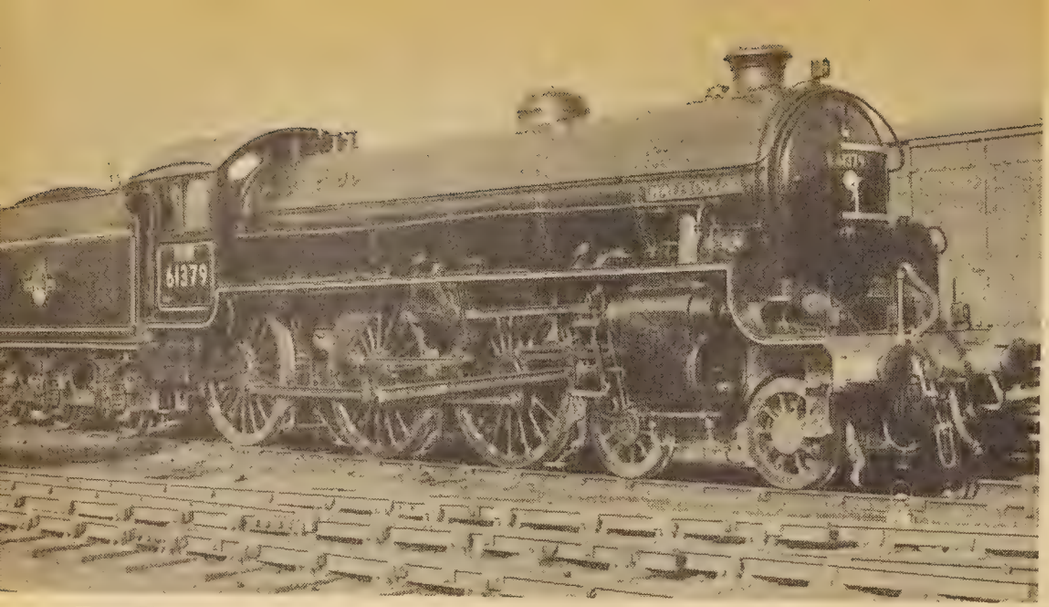
So, if you're one of the millions of motorists who still treasure a finely tuned engine—who still wince at the thought of unnecessary wear —one answer is BARDAHL. Add one quart of BARDAHL to your crankcase with each oil change. And don't forget to add BARDAHL TOP OIL to your gas tank with each 10 gallons of gas. BARDAHL TOP OIL lubricates the oil-starved upper cylinders, reduces carbon deposits, and frees sticky valves.

FOR MORE TECHNICAL DATA ON BARDAHL TEST, WRITE YORK RESEARCH CORPORATION, 1 RESEARCH DRIVE, STAMFORD, CONNECTICUT, U.S.A.



Fast Ten-wheeler, Class B-1, No. 61379 of the British Railways, Eastern Region, was christened the *Mayflower* in honor of the staunch little ship that took the Pilgrims across the stormy Atlantic in 1620. Another British engine with an American name is a streamlined Pacific type, the *Dwight D. Eisenhower*.
Photo by T. N. Townsend

ies made after dark. Besides being editor and publisher of *Pacific Railway Journal,* Don is a commercial photographer and a good judge of pictures. His book is distinguished by quality, variety, and the sheer magic of night scenes. But we'd like to have seen more photographers represented. Four men, chiefly Jim Shaughnessy, contributed virtually all of the shots. We wish, too, that the captions had been placed *with* the illustrations instead of being lumped together on the last three pages.

DIRECTORY OF RAILWAY OFFICIALS & YEAR BOOK, 1961-'62, 206 pages, 5½ x 8½", compiled from official sources under direction of editor of *The Railway Gazette*, illustrated with diagrams, indexed, Tothill Press Ltd., 33 Tothill St., Westminster, S.W. 1, England, (60 shillings), $2.80.

Now in its 67th year of publication, this useful reference book is constantly being consulted all over the globe. For years its various editions have been a real help to Barbara Kreimer in handling our *Information Booth.* It gives the right answers to countless questions about world railways, particularly British but also those of U.S., Canada and all other countries, such things as locomotives, rolling stock, mileage, gages, signaling, tunnels, bridges, electrification, chronology, and so on. It should stand beside the *Official Guide* on any railroad bookshelf.

CIRCUS: *Cinders to Sawdust*, by Essie Forrester O'Brien, 269 pages, 6x8½", illustrated with photos plus drawings by James T. Jones, circus vocabulary, indexed, The Naylor Co., 918 N. St. Marys St., San Antonio, Tex., $5.95.

Ever since 1856, when the first circus moved by rail, the Big Top has had a special lure for people who like railroads. This book covers circus history from the earliest days. It is full-bodied, rich in details, entertaining, and mostly authentic. But the author makes a *faux pas* in accepting old P. T. Barnum's publicity version of the way an engine killed Jumbo. She says Jumbo "sacrificed his life for the love of a baby elephant" which he tossed to safety before he "charged full force to meet the locomotive." Hog wash! Jumbo did none of those things.

The two beasts and their keeper, "Scotty," were walking along a steep railroad fill at St. Thomas, Ont., Canada, late one night in 1885 en route to their circus train when a Grand Trunk freight came up unexpectedly behind them. Both elephants began to run. Scotty tried frantically to detour them off the track and down the embankment. The small one obeyed. Jumbo kept running straight ahead, away from the train, plainly afraid to trust his ponderous weight to the shifting cinders on a sharp downgrade in the darkness. Having no air brakes, the engine could not be stopped in time. It hit Jumbo's rear, jamming him against a circus car in such a way that death was caused by his great tusks being forced back into his brain.

But despite her Jumbo fairy tale, Essie O'Brien's highly entertaining book is sure to fascinate many circus fans. We enjoyed it immensely.

GOULD'S MILLIONS, by Richard O'Connor, 325 pages, 5½x8¼", illustrated, bibliography, indexed, Doubleday & Co., Garden City, N.Y., $4.95.

Unlike the Vanderbilts, E. H. Harriman, Jim Hill, and the other big rail tycoons, Jay Gould was never interested in building, maintaining, or improving railroads but made his fortune (estimated at $77 million) by stock speculation, by exploiting cheap labor, and by milking dry the roads he owned or controlled. Under his management, the Erie deteriorated so badly that it suffered the worst epidemic of train wrecks in history.

The New York Herald called him "The Skunk of Wall Street." Commodore Vanderbilt referred to Gould as "the smartest man in America," and robber baron Daniel Drew said wryly, "His touch is death." Newspaper publisher Joseph Pulitzer branded him "one of the most sinister figures that have ever flitted bat-like across the vision of the American people."

Gould died in 1892. He was hated so much that the market reacted to his death with a rise in value of all his stocks. The Gould story has often been told before, but O'Connor gives it freshness and new vigor. Here is a sample:

"In a room next to the death chamber, a stock ticker had been hooked up so that Gould could stay in close touch with Wall Street during the last few weeks of his life. No one had thought to turn the machine off, and it clicked away even as the body was being laid out."

RAILROADS OF THE U.S.S.R., report of visit of U.S. Railroad Exchange Delegation to the Soviet Union during June, 1960; 342 pages, 8¼x11", illustrated, handsomely bound, limited supply available from Association of American Railroads, C. D. Buford, Vice President. Operations & Maintenance Dept., Transportation Bldg., Washington 6, D.C., $10.

An enlightening book on the gigantic Russian railroad system, its management, motive power, cars, roadway, fixed structures, signals, communica-

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Stephen D. Maguire

tions, electric traction facilities, research, and the education and training of its officials and employees. A rich supply of technical data. Illustrations include many good photos, diagrams, a two-color map, and a folded multicolored map 21x30".

PACIFIC TYPE LOCOMOTIVES, Record No. 79, Baldwin Locomotive Works, issued in 1914 originally, 42 pages, 6x9 inches, paperback, illustrated, reprinted by Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa., $2.

Photos of 18 steam locos, different roads, text and full specifications.

ALONG THE LINE, edited by J. Richardson, 43 pages, 6½x8¼", paperbacked, illustrated, published in Australia by Traction Publications; sole U.S. distributor is Owen Davies, 1214 La Salle St., Chicago 10, Illinois, $1.

A nostalgic collection of Australian train and engine photographs, mostly steam.

THE ALBION BRANCH, by Stanley T. Borden, 32 pages, 5½x8½", illustrated with photos and maps, *The Western Railroader*, P.O. Box 668, San Mateo, California, $1 (including tax).

Interesting data, good photos. Stan Borden did some careful research on this Northwestern Pacific line.

HOW ENGINES TALK, by David R. Burleigh, 31 pages, 7x9¼", illustrated in color by Ben Abril, Follett Publishing Co., 1010 W. Washington Blvd., Chicago 7, Illinois, $1.50.

Delightful picture-story book of loco whistle signals for future railfans, age 8-10. Author is a Southern Pacific hogger. ●

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INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.

1 *Why wasn't steam ever applied to travel on dirt roads?*

Actually, it was. The very first locomotive, built by Nicholas J. Cugot in 1769, ran through Paris streets, some unpaved, at 3 to 4 miles per hour, stopping every 15 minutes to get up steam. And in America's Old West a few steam-powered vehicles pulled loaded wagons on the prairie before railroads got there. Elsewhere, the Stanley Steamer and other early-type automobiles ran by steam power.

2 *Is it true that Vatican City has its own railway?*

Yes. As a sovereign state, it has an agreement with the Italian Railroad Administration, signed by Benito Mussolini in 1933, governing traffic between the two countries. The line is only 2706 feet long. Its tracks are connected with the Italian railway system, but no passenger train has used it since Oct. 2, 1934, when the body of Pope Pius X was sent by rail to his native Venice, escorted by Italian officials and church prelates. Normally, the tiny station is used only by a daily freight train.

3 *Which were the largest Mikado type locomotives ever built?*

The largest we know of were the Frisco's Baldwin-built series, 4200-4219. Total weight of each, 375,790 pounds.

4 *What is a pinch bar?*

A lever with one end bent in order to form a fulcrum foot and a chisel point or nose. It is used to move a locomotive or tender a very short distance forward or backward by repeated applications on the rail under a wheel tread.

5 *Who was "Head-on Joe" Connolly? I vaguely recall the name.*

A man who made a business of staging head-on collisions of steam engines, mostly 4-4-0's, at fairs and expositions all over the U.S.A. for 36 years, beginning at the Iowa State Fair in 1896. He derived a large income from the admission prices he charged for witnessing the cornfield meets. Altogether, he wrecked 146 locomotives in 73 spectacles. Sometimes he attached to each engine an old wooden coach saturated with gasoline and containing a pot of burning charcoal. The impact upset those pots and the coaches burst into flames, adding much to the thrill. Connolly was born on an Iowa farm in 1858 and died long ago.

6 *Is there a rule stating when engine bells must be rung?*

Yes. When the locomotive begins to move, when she nears or passes public crossings at grade and at stations, and while running through a tunnel or snowshed. However, the bell may be rung at any time on railfan trips, on last runs, and when tape recordings are being made of train sounds. Many years ago, in the case of some funeral trains for celebrities, the engine bells tolled almost continuously during the run.

7 *Where can I find the poem, "Just Empties Coming Back"?*

Right here. Author is C. B. Clark.

Have you ever sat by the railroad track
And watched the empties coming back?
Lumbering along with a groan and a whine,
Smoke strung out on a long gray line
Belched from the panting engine's stack—
Just empties coming back!

I have—and, to me, the empties seem
Like dreams I sometimes dream
Of a girl or money or maybe fame;
My dreams have all returned the same,
Swinging along the homeward track—
Just empties coming back.

8 *Which railroads west of the Mississippi used Camelbacks?*

Waren D. Stowman, an authority on Camelbacks, gives us a partial list: Choctaw, Omaha & Gulf, some Baldwin 2-8-0's; Midland Valley, one Baldwin 2-8-0; Katy, some Baldwin 2-8-0's; Southern Pacific, one Baldwin 4-6-0 (built originally by SP in 1901 for the Sonora de Mexico, rebuilt 1905); Texas Central, one Baldwin 2-8-0 (built originally for Rockaway Valley in N.J. as its No. 5, then sold to Georgia Northern logging road as No. 4, burning wood, finally went to the TC); Union Pacific, some Baldwin 2-8-0's and Rogers 4-4-0's.

The Spokane International acquired three 2-8-0 former Camelbacks from Delaware & Hudson at the time of World War II. All three retained their modified Wootten fireboxes with cabs at rear, the D&H having rebuilt them from Camelbacks. The SP rebuilt its Camelback and used her boiler in the Fresno roundhouse boiler-room till late in 1957.

9 *Are many diesel-electric locomotives equipped with speed recorders?*

Yes, especially those in road service. Although this device can be used as a disciplinary means to enforce speed limits, its main purpose is to provide evidence in case of train accidents. The figures it records are embodied in ICC

No. 251 was one of the Camelback type locomotives on the M-K-T.

Collection of Warren D. Stowman, 2011 West Godfrey Ave., Philadelphia, Pa.

accident investigation reports. Aside from indicating whether or not the train was overspeeding at the time of the accident, it indicates speed reductions made by air brake applications, etc., and thus can establish whether or not the brake system was functioning normally, an important bit of evidence.

10 *Specifications of C&NW Class JS locomotives, please.*

We do not have enough space available for the specifications of the many locomotives and classes that readers ask about. *Railroad Magazine* gives such data in its rosters. So please avoid that type of question. Incidentally, C&NW Class JS locos were 2-8-2's. In the late 1940's and early 1950's some J2 engines were rebuilt as JS's.

11 *Furnish details on Erie-Lackawanna's old Nicholson Bridge.*

Completed in 1915 after nearly four years of construction, the former DL&W's Tunkhannock Viaduct is the world's largest concrete arch bridge. It contains nearly 175,000 cubic yards of concrete and over 1100 tons of reinforcing steel. The 2230-feet-long structure carries the doubletrack former Lackawanna main line 240 feet above the creek bed and comprises 12 semicircular arches, ten of which span 180 feet, and two, 100 feet. Rising from the ring of each of these mammoth arches are 11 smaller spandrel arches. Bridge is located near Nicholson, Pa., about 15 miles west of Scranton, and is used today by passenger trains of the Erie-Lackawanna.

12 *What happened to Canadian National's narrow-gage Newfoundland steam engines?*

Four were sold to Anglo-Newfoundland Development Co.; the rest were scrapped. The line is now being operated by diesel-electric motive power.

13 *Print the poem "Will the Lights Be White?" and explain it.*

Here we go again. We get more requests for this one by Cy Warman, D&RG hogger, than for any other poem. Cy wrote it in the days when the *clear* indication was white while the *caution* signal was green. One night shortly after the turn of the century the red roundel fell out of a trackside signal near Harrisburg, Pa., leaving a white gap. The engineer of an oncoming Pennsy train naturally mistook it for authorization to proceed at normal speed, but a collision resulted. Partly because of that, the *clear* indication was changed to green while the *caution* signal became white or pale yellow. Here is the poem on the next page:

THE BOOM IS ON IN HAWAII

Ground floor investors in Honolulu and Waikiki property have become wealthy in a few years as land values skyrocketed to $50-$65 a square foot! **AND NOW, THIS SAME PATTERN OF SOARING LAND VALUES AND LAVISH TOURIST RESORTS HAS STARTED ON HAWAII!**

This is an area of such fantastic growth potential that the largest investment giants in the world are investing millions of dollars on the island! Laurence Rockefeller is now building a multi-million dollar resort area • Henry J. Kaiser • The new King Kamehameha Hotel is now open • Still another $50 million resort extravaganza has been announced by the Trousdale investment interests! 'The Big Island' is poised on the brink of soaring prosperity and spiralling prices!

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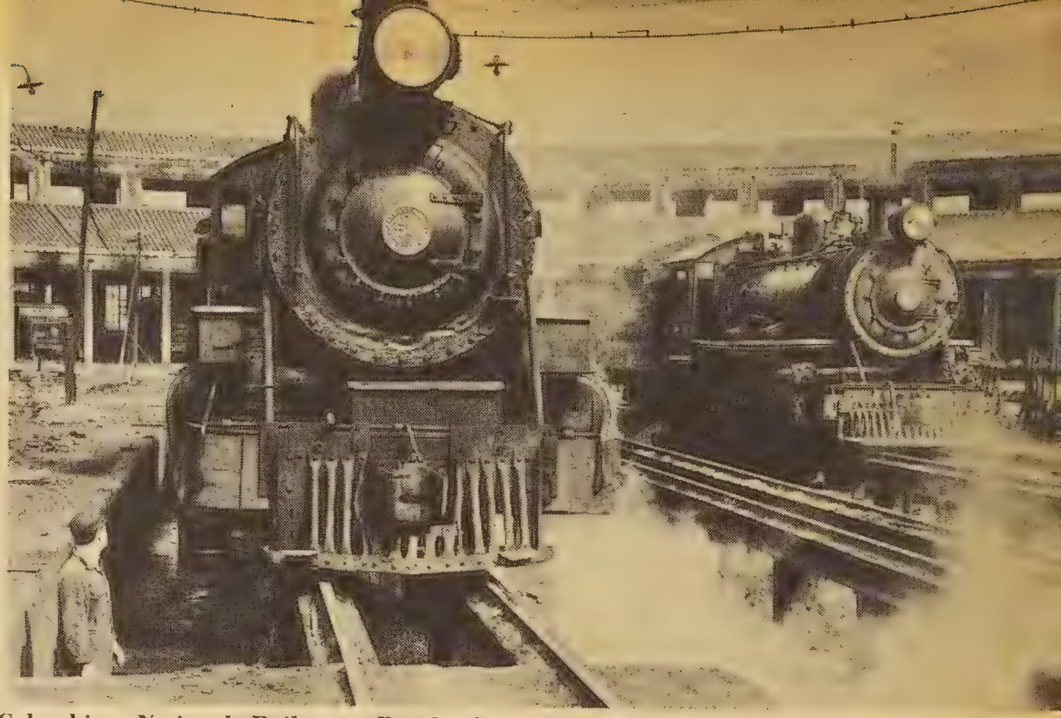
CITY _____ ZONE ____ STATE _____

Oft when I feel my engine swerve,
As o'er strange rails we fare,
I strain my eyes around the curve
For what awaits us there.
When swift and free she carries me
Through yards unknown, at night,
I look along the line to see
That all the lamps are white.

A blue light marks the crippled car;
The green light signals "Slow,"
The red light is a danger light,
The white light, "Let her go!"
Again the open fields we roam,
And when the night is fair
I gaze up in the starry dome
And wonder what is there.

For who can speak for those who dwell
Behind the curving sky?
No man has ever lived to tell
Just what it means to die.
Swift toward life's terminal I trend;
The run seems short tonight.
God only knows what's at the end;
I hope the lamps are white.



Colombian National Railways, Pacific Division: narrow-gage engines at Cali.
Gordon S. Crowell, Apartado 1055, Aero 3644, Bogota, Colombia

14 *Some of the globes on conductor's old brass lanterns in my collection, dating back to 1870's, are two-toned, one-half red or blue, the other half clear—why?*

Bill Knapke, retired SP conductor, answers: "In the days of signal oil (not kerosene) passenger conductors carried what we termed *Pullman lamps*. They were nickel-plated, smaller and lighter than standard lanterns, and used a flint glass globe, the upper half green, the lower half white. As coaches were not lighted to the extent they are now, the skipper would carry his lantern *setting* on the lower part of his arm, the bail looped around the upper part, while he collected tickets. The green part was supposed to shade his eyes somewhat by reducing the glare, but I am not sure it did.

"I never saw a globe that was part red or blue. A red lamp, of course, is used for flagging while a blue one denotes that workmen are engaged under or about cars or a train that must not be moved or have other cars placed ahead of it."

See the line in Warman's poem "A blue light marks the crippled car." Could it be possible that a two-toned lantern was used for a dual purpose, on different occasions, the unused half of the globe being covered temporarily?

"All railroad lanterns I've ever seen were solid colors and I think the dual-colored ones were used to denote the owner's authority," comments Chas. E. Fisher, president of the Railway & Locomotive Historical Society. "One of Cy Warman's tales refers to a yard-master's lantern with two frosted stripes on the top of the globe. In those days each road had its own rules."

15 *What is a compound locomotive?*

It is a steam locomotive having two or more cylinders so arranged that the exhaust steam of one cylinder is used to work another cylinder before the steam is expelled into the atmosphere. The object is to save fuel by saving steam. There are (or were) cross-compound, Vauclain compound, balanced compound, Mallet compound, and other compound locomotives.

In the cross-compound, the steam goes into the small high-pressure cylinder on one side of the boiler and is then

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Camera study made by David Plowden on last run of the *Black Diamond*.

exhausted into the large low-pressure cylinder on the other side. The low-pressure cylinder must be of much greater diameter because steam, after having been used on the high-pressure side, does not exert as much pressure per square inch as it did while leaving the boiler. Therefore, the low-pressure cylinder must provide sufficient area to make up for the decreased pressure per unit of area.

Vauclain and balanced compounds were alike in that they both used a high-pressure and a low-pressure cylinder on *each* side. This did away with the objectionable feature of the cross-compound, namely, the greater weight on the low-pressure side and general lack of balance. The Mallet compound, of course, has two low-pressure (front) and two high-pressure (rear) cylinders, but it uses two sets of drivers, the front one of which swings on a frame independent of the locomotive boiler.

Most compounds disappeared with the advent of superheated steam which permitted the economy of compound operation without its disadvantages, and the rest vanished with dieselization.

16 *Please define "CTC."*

Centralized traffic control is an electrically-operated means of directing trains through the use of a machine whose levers manipulate distant switches and signals. Small lights on a panel, usually in the dispatcher's or towerman's office, show where each train is located on that section of line. CTC is generally regarded as foolproof.

17 *When did Illinois Central end passenger service to Gulfport, Miss.?*

IC passenger trains to and from Gulfport used to connect with the *Panama Limited* at Jackson, Miss., but during the winter of 1949-'50 a crisis in the coal industry caused the Government to request a curtailment of steam passenger mileage for the duration of the emergency. The IC naturally curtailed its least useful trains, including the Jackson-Gulfport runs. Later, the Public Service Commisison of Mississippi requested that the trains be restored for an eight-month trial period, but big losses killed them in Nov., 1950.

18 *Photo of a Nashville, Chattanooga & St. Louis GP-7 shows it equipped with what appear to be standard EMD switcher trucks. Please explain. Were other such GP-7's built?*

Yes. Electro-Motive built five GP-7's with switcher trucks for the NC&StL. The only similar locomotives we knew of were 20 U.S. Army Geeps built by EMD. Others *may* exist around the country, since the trucks could be switched by the railroads during overhauls, though this would entail extensive underframe modification.

19 *Give a short history of the Baltimore & Ohio's Cleveland Terminal & Valley Railroad.*

The CT&V was incorporated in Ohio in 1895 as a reorganization of the Valley Railway. B&O took over the operation but did not buy the line until 1915, and has held it ever since.

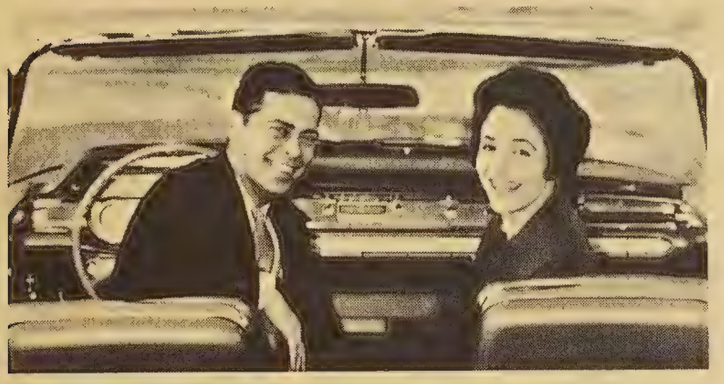
20 *Is the entire railway system of Japan nationalized?*

No. There are ten privately-owned lines, most of them electric.

21 *What is a railroad fusee?*

It is a flare usually left on the track by a flagman to warn following trains, sometimes used like a lantern in hand signaling. This rod-shaped package contains a mixture of woodpulp or similar material and sodium or potassium nitrate. The pulp is impregnated with a chemical: strontium for a scarlet-col-

BEAT THIS FOR A NEW JOB!



Here is the kind of job you have always dreamed of holding! And you can qualify for it by simply putting in a few hours a week learning all about this new profession right at home in your spare time. Plenty of room for advancement, and starting salary (including extras) usually comes to around $125 a week!

A Depression Proof Future!—What has caused this wonderful opportunity? A constant increase in auto accidents as more and more cars hit the road. More than 69,000 auto accident claims now have to be settled every day—and there just aren't enough claim investigators to handle the increasing load. *This is one job that can never be replaced by a machine!*

But good salaries are only one feature. You are usually given a company car, business and entertainment expenses are paid. You receive hospitalization and life insurance; become beneficiary in a pension plan—receive other important extras.

You Meet Interesting, Important People—Every day is different for a claim investigator. You never get bored on this job, for no two claims are ever alike. And you play an important role in your community. In the performance of your duties you meet important, influential people—lawyers, judges, police chiefs, town officials, leading businessmen—people who appreciate the value of the service you are rendering.

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ored flare, lithium for a carmine flare, or calcium for a yellowish-red flare, the last being the cheapest and probably the most common.

22 *Why don't American railroads use more high platforms at passenger stations?*

They cost too much. High platforms are fairly common in the East but not out West. All platforms servicing subway trains are built on a level with bottoms of train doors, but that doesn't apply to the station platforms for trolley cars which use subways.

23 *What were the largest and most powerful steam locomotives of all time?*

Union Pacific's Big Boy 4-8-8-4's were the heaviest "ordinary" locomotives, with an engine weight of 772,250 pounds and an engine-and-tender total of 1,208,750 pounds. You might argue that one of the Erie's three whopping Triplexes, No. 5015, had the greatest engine weight, since the tender, which carried the 2-8-8-8-2's third set of drivers, could be considered part of the engine. To the best of our knowledge, the Gulf Summit Gargantua tipped the scales at 861,400 pounds.

As for the most powerful another Triplex, the Virginian's famous (and practically useless) No. 700, a 2-8-8-8-4 Mallet compound, was rated at 199,560 pounds tractive effort when the engineman, by means of the by-pass valve found on many compounds, altered her to work simple. She was also the most powerful compound ever built and had 166,390 pounds of tractive effort when working compound.

Runner-up in the tractive-effort race was the Virginian's AE Class of ten 2-10-10-2's, which generated 176,600 pounds of pull working simple, and also probably had the largest cylinders in history, with low-pressure lungs measuring 48x32". Third most powerful steamers were Norfolk & Western's last Y-6b Class 2-8-8-2's, which turned out 170,000 pounds working simple.

24 *History, please, of Williamsport & North Branch Railway.*

Incorporated in Pennsylvania in May, 1921, this line succeeded the WN&B Railroad, itself a reorganization of the Muncy Creek Railroad, dating back to 1864. It extended between Halls and Satterfield, Pa., and had two locomotives and 12 cars in Jan. '38 when the ICC authorized abandonment of the entire 44-mile line.

25 *List all of Arizona's railroads, both past and present.*

We got the following list from David Rees, Box 325, Ajo, Ariz., member of the Railroad Club of New Mexico; *m* means miles, (a) abandoned.

Apache, Holbrook to McNary, 8.6 m., diesel-powered, owned by SW Forest Industries, which also operates 68 m. of track s. of Flagstaff.

Arizon Narrow Gauge, Tuscon to Pumphandle Ranch, 91 m., (a).

Arizona & Sonora, Childs to St. George, Mexico, 91 m., (a).

Arizona Southern, Red Rock to Silverbell, 20.3 m., (a).

Arizona & Swansea, Bouse to Swansea, 21 m., (a).

Atchison, Topeka & Santa Fe comprises the old Arizona & Utah, McConnico to Chloride, 26.3 m., (a); Arizona & Calif., Wickenburg to Cadiz, 195.6 m.; Atlantic & Pacific, present northern Arizona main line; Grand Canyon, Williams to Grand Canyon, 63.8 m.; Prescott & Eastern, Prescott to Middleton, 47.1 m., and to Clarksdale, 28.2 m.; Santa Fe, Prescott & Phoenix, Ash Fork to Phoenix, 194 m.

Bullock, Seligman to Prescott, 51 m., n.g., (a).

Cananea, Yaqui River & Pacific, Naco to Nogales, Mexico, 126 m. (now Pacific Railroad).

Congress Consolidated, Congress Junction to Congress, 6 m. (a).

Coronado RR., Clifton to Metcalfe, 7 m., 20" gage, (a), 3 locos and track still on site

Clifton & Northern, Evans Pt. to North Clifton, 5 m., 20" gage, (a).

Magma Arizona, Magma Jct. to Superor, 28.05 m., steam-powered, owned by Magma Copper.

Morenci Southern, Guthrie to Morencie, 18 m., n.g., (a).

Nacozari, Douglas to Nocozari, Mexico, 78 m., diesel-powered.

Ray & Gila Valley, Kelvin to Ray, 7 m., diesel-powered, owned by Kennecott Copper.

San Manuel, Winkelman to San Manuel, 29 m., diesel-powered, owned by Magma Copper.

Southern Pacific comprises the old Ariz & Colo., Cochise to Gleason, 35 m.; Gila Valley, Globe & Northern, Bowie to Globe, 124 m.; Phoenix & Eastern, Hassayampa to Christmas, 141.96 m.; Phoenix & Maricopa, between those 2 points, 34.92 m., (a), all coming under the head of Ariz. Eastern; also these 4 lines comprising the Ariz & New Mexico: the Clifton & Pacific, n.g.; Clifton & Lordsburg, n.g.; Clifton & SP, Clifton to Lordsburg, N.M., 70 m.; Lordsburg & Hachita, Lordsburg to Hachita, N.M., 39 m., (a); and these 2 lines comprising the El Paso & Southwestern: the Arizona & Southeastern and the Southwestern RR. of Arizona, Benson to El Paso, Texas, 295.5 m.

Tucson, Cornelia & Gila Bend, Gila Bend to Ajo, 43.3 m., diesel-powered, owned by Phelps Dodge Corp., which also operates trackage at Ajo for copper mining and at Clifton.

Twin Buttes, Tucson to Twin Buttes, 15 m., (a).

United Verde Extension, Clemenceau to Tunnel, 2.5 m., (a).

United Verde & Pacific, Jerome Jct. to Jerome, 26.3 m., n.g., (a).

Verde Tunnel & Smelter, Clarkdale to Jerome, 7 m., (a).

Yuma Valley, Yuma to Boundary Line, 25 m.

26 *How do (a) Atlanta & St. Andrews Bay, (b) Western of Alabama, and (c) Birmingham & Southeastern paint their diesels?*

(a) Green with yellow stripe; (b) blue with white stripe, red insigne; (c) red with yellow stripes, silver roof, silver lettering.

27 *Why is Pittsburgh, Pa., sometimes spelled without "h"?*

According to Charles E. Fisher, the original spelling had "h" and the Pittsburgh Locomotive Works always used it, but for some reason city officials eliminated "h" just before the Buffalo, Rochester & Pittsburg and the Pittsburg, Shawmut & Northern railroads were incorporated. Later, "h" was restored to the city's name but not to the names of those roads.

28 *(a) Which was New York Central's last active steam engine? (b) When was its last Hudson type scrapped?*

(a) No. 1977, 2-8-2, Class H-7s, which made her final run May 3, 1957, at Riverside Yard, Cincinnati. (b) No. 5452, Class J-3a, the third-from-last 4-6-4 built for NYC (Schenectady, 1938), was cut up in 1956. Too bad that none of these fine locos were preserved!

29 *How many Presidents of the U.S. ever worked for a railroad?*

Three: Lincoln, Cleveland, Truman.

30 *Give a short history of Rhode Island Locomotive Works.*

End of the Civil War ruined the market for firearms, so Burnside Rifle Works at Providence was reorganized as R. I. Locomotive Works and built the first of its many superb engines in 1866. American Locomotive Co. took over the plant in 1901. Four years later it became the American Auto Co.; in 1917 it was closed and sold.

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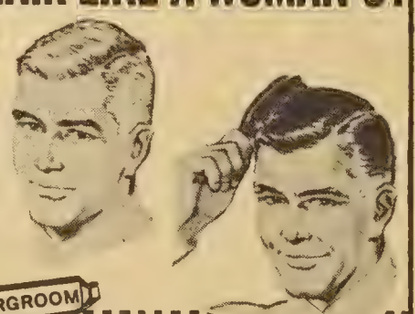

Men who have dyed their gray hair wish they hadn't. *They're stuck with the tell-tale dye which slowly fades leaving their hair streaked like a woman's.*

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31 *We all know that diesel locomotives superseded steam. What will ultimately supersede diesels?*

Much has been written about atomic-powered locomotives, but plans for building them have been held up indefinitely by the fantastic high cost involved. A more practical answer comes from Alexander Alexeyev of the Soviet Union's Academy of Sciences.

"As I see it," he writes in *USSR* magazine, "diesels are in an intermediate stage, and in the future will be replaced completely by electric locomotives. The general trend favors electric power. That is true for the whole economy, and rail transport is no exception."

Somewhat similar statements about the importance of electric power in railroading have been made for years by John W. Barriger, president of the Pittsburgh & Lake Erie.

Russia's juice rail lines already exceed 6,000 miles. Under the present seven-year program this figure will be tripled, giving her 18,000 miles of electrified railroads, which is approximately as much as you will find today in the entire world. The French also have a vast program of electrification, as you might gather from reading "The World's Fastest Train" (page 13). So have the British and other European nations. In Europe at least, the diesel is already on its way out. And why?

Alexeyev replies: "Electric locomotives are more economical to operate than their diesel counterparts. They don't have to carry fuel since their power comes from a contact line; a diesel has to carry a whole mobile power station. For mountain regions there is no question but that electric locomotives are the thing. They are best also in places where freight traffic is very heavy and congested and still growing. Electric locomotives likewise are best in heavily populated areas where people commute to work. They do very well in the cold northern regions. As a matter of fact, they operate best at low temperatures."

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Running Extra

Lt. Col. James G. Bogle asked for information on a Kalem movie, *Railroad Raiders of '62*, made in 1911. The answer comes from railbook publisher John B. Hungerford, 6951 Reseda Blvd., Reseda, Calif.:

"No doubt this picture was made on the Florida East Coast RR. I was a Midwestern schoolboy then. I recall seeing the film at a local theater and I spotted *FEC* lettered on a flatcar shown in the picture. Evidently movie men were not so careful about details in those days; Kalem hadn't bothered to paint out the *FEC*. A few years ago, when the *Great Locomotive Chase* (in color) came out, I attended a preview at Disney Studios, Burbank, Calif. I told the producers that Kalem had done the same subject in 1911. They wouldn't

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believe me, said they'd never heard of it before."

"What does *N.T. Co.* mean on a brass-topped railroad lantern of about 1880, presumably from New York State?" asks Eric Rodgers, 189 Elm St., Westfield, N.J. "I also want details on NYC cornfield meet Oct. 26, 1918, near Philadelphia, N.Y. I have pix of that wreck from the papers of my granddad, then NYC Supt. of Telegraph east of Buffalo."

Assembling material for a book on Pennsy steam and electrical power, period of 1900-'56, Alvin Stauffer, Box 57, LeRoy, Ohio, needs a wide variety of good 8x10" glossy prints. The book will be similar to Al's *Steam Power of the New York Central System* ($12 postpaid), only larger.

"What happened to the steam engines that ran on the Huntsville & Lake of Bays line in Canada?" asks Don Etter, 9565 Willis Rd., Willis, Mich.

For years Walter Averett, Box 362, Golden, Colo., has been gathering facts, anecdotes, and pix on Union Pacific line between Las Vegas and Caliente, Nev. He wants to hear from readers, especially those who were on the streamliner wrecked at Carp on July 13, 1943, or in the passenger train stranded there two days by washouts in about 1926.

Adding to our list of man-and-wife teams in railroading, Jeff Wetmore, U.S. Navy man, cites Dan J. Kennedy, conductor on the SP's oldest name-train, the *Del Monte Limited*, instituted in 1889, and his wife, a ticket seller in the SP's office at 3rd and Townsend St., San Francisco.

Gathering material for a *Railroad Magazine* article on Berkshire-type locomotives, Howard Shottenfeld, 8577 Chevy Chase St., Jamaica 32, N.Y., wants information, good photos, anecdotes, and especially first-hand experiences with 2-8-4's.

"Your list of Lackawanna enginehouses in the Steam Age (Feb. issue) failed to mention the one at Hallstead, Pa., across the Susquehanna River from Great Bend on the Erie Railroad," writes Ross M. Welling, 12 Hoosac St., Johnstown, N.Y. "I had relatives in Hallstead and visited there several times, traveling on the old *Lackawanna Limited*. I remember seeing a trailer wheel come off the engine of that train. An old freight hog pulled the *Limited* out of Binghamton, while I rode the broken-down engine to the roundhouse, which has since been torn down, although the turntable pit is still there. Being 82 years old, I recall seeing Erie woodburning engines in service, and Lackawanna diamond-stacked locomotives that burned wood and coal at the same time."

Pix and detailed information on the old Buffalo & Susquehanna are wanted by Paul Pietrak, 39 Valley Circle Lane, Hamburg, N.Y. (The B&S, built by Frank Goodyear, was originally named the Sinnemahoning Valley RR. After his death in 1907 the road began to decline. B&O bought it in 1932 but sold it in the late 1950's to help form what is now called the Wellsville, Addison & Galeton.)

Query from Simon Herring, 932 N. Main St., Bellefontaine, Ohio: "My stamp collection includes five railroad covers addressed to Phillip Howe, Steel Bros. Ltd., Rangoon, Burma, postmarked in England in 1936. On each is penciled, 'Rescued from Indian Mail Train five 11/12/36. Only Rangoon mails saved. Rest for Burma destroyed.' Who knows what happened to train 5 on that date? I have other interesting RPO covers. Collectors, please write."

Son of a Burlington division superintendent, Marvin L. Zadnichek II. 245 55th Pl., Downer's Grove, Ill., says he has a large library of books about steam locomotive operation, old and modern air brakes, Burlington passenger-car diagrams, diesel instruction manuals, and Burlington rulebooks, 1883 to 1962, and would be glad to answer queries from readers on such subjects, especially those on CB&Q locomotives. (Enclose a self-addressed stamped envelope.)

"What did Raritan River line in New Jersey do with its old steam engines?" asks C. A. Hulick, 261 N.E. Augusta Ave., Port Charlotte, Fla.

"How many families do you know of whose members have served in the same capacity on the same railroad for four generations?" inquires George L. Brown, Canadian Pacific engineer, 379 Maple Row, Lancaster, N.B., Canada. He cites the Campbells, with four generations of firemen who became enginemen: Andrew Campbell, Sr., his six sons, two grandsons, and a great grandson. All worked for Canadian Pacific out of St. John, N.B., terminals.

"My father, George H. Brown, fired for the senior Andrew Campbell," our correspondent writes, "and later all six of the old man's sons fired for my father. Still later, I fired for five of them, and after that the sixth son and the two grandsons fired for me."

To round out the story, our correspondent had two railroading brothers and now has two railroading sons. ●

GEARED ENGINES on Wooden Rails

A True Tale by "Frog" Smith

Did you ever see a local outrun the Mail
Or ever see a crosstie smaller than the rail?

SO RAN an old section-gang chantey, and in my time I have seen both. More than once I watched a rusty, soot-streaked freight hog, with low drivers incapable of speed, run around varnished coaches to drag in a "fast" mail train whose high-wheeled passenger engine had given up. And in those days the forests of the Deep South boasted three-by-eight crossties that were actually smaller than the six-by-eight wooden rails or *stringers*.

The wooden railroads of sawmills were short, and the trains invariably ran slow but had their bright moments. Now and then we'd pass a backwoods farm or homesteaders' cabin from which barefooted buxom girls in gingham leaning out the open windows would wave at us. A boomer fireman or brakeman soon learned from experience that those gals, isolated as they were, had a primitive desire for love. You might eventually have to outrun a charge of birdshot and pull the pin on your job at the same time, but if you got away safely, some other logging road would hire you without bothering to check on your references.

Most of the geared engines of yesterday were Lima-built Shays with wide-tread wheels and deep flanges. But here and there you'd see a Climax, a Heisler, or maybe a Dewey wallowing along on churning and squawking timber rails. Because the trains rarely made more than six or eight miles per hour, bad wrecks were almost unknown. If a rail broke or a woods-fire burned it in two, you could make a new one by sawing the ends off a coupling pole and spiking it in place with drift bolts, instead of the two-inch wooden pegs used to hold the stringer rail in place.

The worst part of having a Lima Shay leave the rail was her flexibility, like that of a dead goose's neck. With the wheels on the ground bumping over the crossties or pine stumps, the trucks would quickly slew so far around that the drive-shaft would bind or slip out of the universal joint spline coupling, leaving the engine helpless. Then if the company had no other power available, all you could do was jack the whole thing up and build a new track under her. If there was a moonshine whiskey still within a mile of the wreck, the boomer usually found it.

Back in 1915 the big Choctawhatchee River sawmill, some 110 miles east of Pensacola, Florida, acquired one of the best little switch engines for a crooked yard you ever saw: a 25-ton wood-burning Shay, built in 1909, having typical a Lima boiler with the extended wagon top, air brakes, and standard wheels for running on steel rails. She was good but not built for speed.

Her first owners had learned that when they tried to sandwich the Shay and her drag of logs in between passenger and freight trains on the old Birmingham, Columbus & St. Andrews Railroad. Each time they did that she

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was caught out on short time and had to run for home. All too often she failed to make it, and the main-line engine would have to shove her in. Her final disastrous run, before she went from Buck Bend to Choctawhatchee via the shop, was caused by violation of various rules laid down in the book, including Rule G, which forbids drinking red-eye while on duty.

One Sunday morning the crew felt like shooting quail and asked me to go along. At that time I was working for the main line and was glad to accept. As there was no other conveyance in that area, we fired up the Shay and eased her out of the yard for a three-mile run up the main stem to the home of a farmer who owned a good bird dog. Leaving the engine on a short stretch of track, with her ashpan dampers closed, we hiked across a field to the house to get the man and his dog.

The free-hearted farmer invited us behind the barn to sample a keg of potent applejack, and later we met his sister and her visiting girl friend named Sally. Both were good-lookers. While the train crew concentrated on the sister I gave my attention to brown-eyed Sally. She had a cute little figure and was, I soon learned, studying to be a school teacher. Well, the time passed too quickly. All of a sudden we heard the southbound passenger train whistle a query as to why our Shay was blocking the main line.

Without waiting to bid the girls good-bye, although I yearned to make a date with Sally, whom I might never see again, we raced through the field with the bird dog in hot pursuit. Aboard the Shay, the hogger yanked the throttle wide open while his fireman lifted the damper and started tossing slabs into the firebox atop the half-burned embers smouldering there. The resulting shower of sparks discouraged the bird dog so much that he took to his heels, yipping loudly, and we accidentally set fire to the dry grass in getting away.

With the 4-4-0 passenger engine breathing down our necks, we made two miles before the Shay started throwing things and had to stop. After razzing us to their hearts' content, the main-line crew shoved us up into the mill rip track. There the battered little Shay, helpless and disgraced, remained for some time out of service while the sawmill owners rented a Louisville & Nashville ten-wheeler, with an "Old Reliable" man at the throttle, to pull the log train.

Naturally, the sawmill company fired its crew, and I quit my main-line job rather than risk being called on the carpet to explain my part in the episode. We all hired out then to the Choctawatchee Sawmill, which later bought the wrecked Shay, after she had been repaired.

ONE hot Sunday in June, 1916, "Slim" Williams and I washed out our hog, an ancient ten-wheeler that worked the spur tracks and came in only on week-ends. We were in a tizzy to get cleaned up and take a questionable pair of swamp cuties riding on a Buda hand-car. We had met the gals only the week before, but both were pretty enough and had the usual anatomical emblems of their sex, which was all we needed to know about them. Tall and slender, each with a sprig of honeysuckle tucked in her hair, they wore thin calico dresses that set off their figures rather well. I picked the blonde while Slim fell for the brunette.

But the program didn't follow our schedule. I had just screwed in the last firebox-corner plug and Slim was coupling the water hose when the little Shay rattled past the shop with two young fellows on board.

"Where do those guys think they're goin' on Sunday?" Slim asked me.

"They had to fire up and spot a coupla cars of timber," I said, "for the westbound freight."

Slim nodded. "They've already spotted the cars." Then he caught sight of something and nearly blew up. "The dirty so-and-sos have their Sunday duds on and our dates in the cab!" he yelled.

"The hell you say!" I exploded. "Let's catch them. We can fill up our engine after we get back."

"Yeah, if we're able to get back."

Without taking time to clean up, we slammed a light hand-car onto the track and started pumping. The Shay had rattled out of sight, but we guessed they were bound for the swimming hole in Hardy's Creek, a good two miles away. Our guess hit the bull's eye. Sure enough, as our Buda nosed over the hill we saw the Shay standing motionless near the trestle, a tiny wisp of smoke rising from her diamond stack.

"They know there's nothing else on the road today," I said bitterly. "After they get into the water we should swipe their engine and make them walk back to town."

Dodging through the moss-hung oaks with our dark overalls making a perfect camouflage, we sneaked up on them and waited. What we saw of the events

that followed was beautiful to look at. The girls had taken off their clothes in a mayberry thicket and were donning improvised bathing suits while the two young men were already strutting around in tights. At length all four dove off a log, in turn, into the water.

Enviously we watched them cavorting in the creek as they swam, splashed one another, and played around. Time flew. Before we realized it the cuties were back on shore again getting dressed. It was too late now for us to pull an Andrews-railroad-raid stunt and grab the engine. We didn't want them to see us. Not that we feared the boys but we didn't care to be branded unfairly as peeping Toms and we didn't aim to get in bad with the luscious but somewhat shopworn swamp angels lest they refuse ever to date us again. So we ran over the rise to the hand-car, started pumping, and managed to keep so far ahead of the Shay that I am sure none of the swimmers saw us.

GETTING back to geared engines on wooden rails: As I said, they were slow, but I never knew of one that failed to bring her train in. I even saw a Climax that had a collision with a stationary engine while standing still. It was at Kell, Georgia, in 1909. The old teapot with her engineer in the cab had been spotted near the sawmill when the stationary power driving the big circular saw ran away. With a loud crash, the sixteen-foot flywheel tore the crankshaft out of its bearings, flipped the connecting rod off the crankpin, broke the eccentric butt strap and lit out from under the mill house like an Army tank gone wild.

Men yelled and scattered. The big wheel wrecked everything in its path, getting out into the open and rolling drunkenly some fifty yards to slam into the motionless locomotive from which the crew had fled.

Another rare kind of engine running on wooden stringers was the Dewey type, of which only 24 had been built by 1915. An 0-4-0 chain-driven affair of ten tons, her small boiler looked somewhat like an upright boiler laid flat. Six miles per hour was their highest safe speed and even then the engineer had to keep his eyes on the rail. With wide wheels, if they happened to jump the track on hard ground they kept on going.

One of the queerest locomotives I ever saw running on wooden rails was pictured by Joe Easley in *Railroad Magazine* last August (page 28). Upright-boilered and rod-coupled, she nevertheless gave efficient service for many years. She carried no name and neither Kelly Lumber Co. nor Sheely Bros., her last two owners near Bridgeboro, Georgia, knew who built her.

The highest speed record of a freak engine on wooden rails in the Deep South was set by accident. It was in 1897 at Needmore, Georgia, and the locomotive was a chain-driven poleroader. With wheels having a hollow tread somewhat like a huge rope pulley, she ran on track made of round poles.

That day the old poleroader backed her train to the top of a steep hill on newly-laid track of green pine poles, breaking the bark for the first time. While the train was being loaded a heavy rain fell, mixing rain-water with the milky sap under the broken bark and making the track as slick as the greased pole at a county fair. As the loaded train nosed down the hill, the poleroader lost her feet and shot to the bottom like a comet. Swaying wildly

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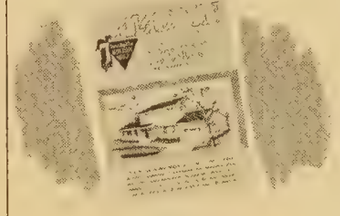

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over the uneven track of different-sized poles, she barely stayed upright.

Most of the crew joined the birds and rolled in the sticky clay of the Georgia hillside. When at last the train stopped at the bottom, with drivers still turning in reverse, the shaken hogger had to shovel the bark away from the wheels before he could move.

Another disastrous runaway happened in 1918 at Bonifay, Florida, to a Climax geared engine running on 45-pound rail. When a hogger was needed for the 30-ton Climax on the work-train run, I asked for the job and got mad when they gave it to a green man after I had been waiting for it. Their reason was simple. Nobody else on the job could keep both water and steam in the sawmill boilers, so I had to fire.

It didn't worry me at all when the green man ran out of water at the end of the road on his first trip. There's where he showed his ignorance. Instead of dropping down to some creek and bailing his tender, he persuaded the log-train hogger, Burt Elliott, to tow him back to the mill.

The last I heard of Burt, he was running a switch engine in Montgomery.

BY 1916, just before America entered the first World War, the era of wooden railroads in the South ended. By sheer chance, while escorting a lovely girl, I saw what was possibly the last two stringer-road engines left below the Mason and Dixon line. And this is how it happened:

I had heard that Choctawatchee Mill had a new school teacher who was uncommonly good-looking, so I went there in the hope of making her acquaintance. Imagine my surprise when she turned out to be Sally, whom I had met the year before at the house of the farmer who owned a bird dog! But how she had changed! Her once small breasts were now plump and conspicuous while her shapely hips had acquired the wriggly motion of a Baker valve gear. She was no longer a demure little mouse of a student.

Well, we had quite a reunion. We made a date to go riding on my motorcycle the next day and packed a picnic lunch. Sally's idea of a good time seemed to parallel my own. Leaving the highway in search of a place to eat, we put-putted into a grove of trees beside the Louisville & Nashville tracks some-

Western Maryland

Roster compiled by Sy Reich

RR. Class	Road Nos.	HP	Builder	Builder's Model	Whl. Arngt.	Tract. Effort	Weight	Date	Notes
DS-1	101	660	Baldwin	VO 660	B-B	59,115	197,050	1941	
DS-2	102	660	Alco-GE	S1	B-B	59,400	198,000	1941	
DS-3	103-105	660	Baldwin	VO 660	B-B	58,880	196,000	1942	
DS-4	125-127	1000	Alco-GE	S2	B-B	69,000	230,000	1943	
DS-5	128-132	1000	Baldwin	VO 1000	B-B	72,000	240,000	1943-'4	
DS-6	75-76	380	GE	44 ton	B-B	22,000	88,000	1943	
DS-7	140-142	1000	Alco-GE	S2	B-B	74,000	248,000	1944	
DS-8	143-144	1000	Alco-GE	S2	B-B	69,000	230,000	1946	
DS-9	133-134	1000	BW	DS 4-4-1000	B-B	73,500	245,000	1946	
DS-10	180	1500	Alco-GE	RS-2	B-B	62,425	249,700	1947	
DS-11	170	1500	BW	DRS 4-4-1500	B-B	75,000	250,000	1947	
DF-12	51-52	1500	GM-EMD	F3A	B-B	62,000	248,000	1947	1
DS-14	171-172	1500	BW	DRS 4-4-1500	B-B	76,500	255,000	1948	
DF-15	81-82	1500	GM-EMD	BL2	B-B	58,000	232,000	1948	
DF-16	53-66	1500	GM-EMD	F7A	B-B	61,500	246,000	1950	
DF-16	53B-59B odd only, 63B	1500	GM-EMD	F7B	B-B	61,500	246,000	1950	2
DF-16	401-405	1500	GM-EMD	F7B	B-B	61,500	246,000	1950	2
DS-17	181-184	1600	Alco-GE	RS-3	B-B	62,050	248,200	1950	
DS-18	20-23	1500	GM-EMD	GP7	B-B	61,250	245,000	1950	
DF-19	301-304	1600	Alco-GE	FA-2	B-B	62,050	248,200	1951	
DS-20	173-176	1600	BLHW	AS-16	B-B	76,500	255,000	1951	
DS-21	145-146	1000	Alco-GE	S4	B-B	74,600	248,800	1950	
DF-22	231-242	1500	GM-EMD	F7A	B-B	61,500	246,000	1952-'4	
DF-22	231B-243B odd only, 61B, 65B	1500	GM-EMD	F7B	B-B	61,500	246,000	1952-'4	3
DF-22	406-414	1500	GM-EMD	F7B	B-B	61,500	246,000	1952-'4	3
DS-23	185-191, 195-196	1600	Alco-GE	RS-3	B-B	62,500	250,000	1953	
DS-23	192-194	1600	Alco-GE	RS-3	B-B	64,000	256,000	1953	
DS-23	197	1600	Alco	RS-3	B-B	65,000	260,000	1954	
DS-23	198	1600	Alco	RS-3	B-B	65,000	260,000	1954	
DS-24	25-33	1750	GM-EMD	GP9	B-B	62,250	249,000	1954-'5	4
DS-25	34-38	1750	GM-EMD	GP9	B-B	62,250	249,000	1956	
DS-26	151-152	900	Alco Pr.	S6	B-B	74,700	249,000	1956	
DS-27	39-45	1750	GM-EMD	GP9	B-B	62,250	249,000	1957	
——	139T	——	WM	——	B-B	74,900	249,600	1955	5

Miscellaneous Notes

Roster based on data from WM's Chief Mechanical Officer is accurate as of Dec. 6, 1961. Locomotive builders: Alco—American Locomotive Co.; GE—General Electric; BW—Baldwin-Westinghouse; BLHW—Baldwin-Lima-Hamilton-Westinghouse; GM-EMD—General Motors-Electro Motive Div.; Alco Pr.—Alco Products; and WM—the Western Maryland Railway.

(1) Converted to F7A in 1954. (2) Units 53B-59B odd only, 63B renumbered 401-405. (3) Units 231B-237B odd only, 61B, 65B, 239B, 241B, 243B renumbered 406-414. (4) Unit 33 is ex EMD demonstrator 7257. (5) Hump trailer for use with locomotives 145-146. •

where between Bonifay and Chipley. There we found the relics of a big old sawmill, long since burned down.

Sally and I strolled about the place, looking at the rusted machinery, until our appetites called for lunch. Then we went in search of water to make coffee. Picking our way into a thicket of myrtle bushes, we came unexpectedly upon the remains of the shop—and something else. Amid a tangle of briers and wild grapevines stood those two Shay locomotives, still intact. What a thrill it was for me to see them!

One was an oldtimer with a semi-upright boiler, badly rusted. The other, a large three-cylinder job, looked ready to fire up and roll, except that the wooden rails had long since burned from under her great wheels, sinking them into the soft Florida earth. She had an old-style diamond stack and a good sound cab in which the brass rims of her gages still shone a dull yellow.

I closed my eyes and imagined how she must have sounded as she clawed her way out of the swamps along Botheration Creek. I could not resist the temptation to plant my behind on her weather-beaten seatbox and tug at her throttle while I stared out the front window.

Sally roused me from my reverie. "Frog," she said gently, "I do believe that old engine means more to you than I do."

"Sweetie pie," I said, "you know me better than that. I just let my thoughts wander."

Shortly afterward, we found a well and filled the can I had brought along for coffee and we built a fire and set it on to boil. Then the girl wished for a skillet in which to warm the biscuits and roast chicken we had brought along.

"That's easy," I said, picking up a small square of sheet-metal roofing.

"Ooh, but that rusty old thing would poison us," she protested with a shiver.

"Not at all, Sally. We'll let the paper lie between our food and the metal. I learned that trick while camping with the Seminole Indians in South Florida."

After eating our lunch in a leisurely manner and washing it down with strong coffee, we both felt sensuously happy. Sally allowed me to cradle her in my arms as I had been wanting to do and she sang me a naughty little song in a soprano voice I will never forget. It was a wonderful day. That night my dreams were divided between the brown-eyed school teacher with a beguiling voice and the big old Shay that would never ride the wooden rails again. ●

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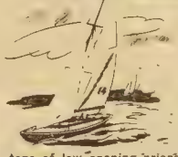

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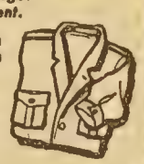

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NYC electric locomotive 221 with fast mail out of Cleveland Union Terminal.

NEW YORK CENTRAL SYSTEM

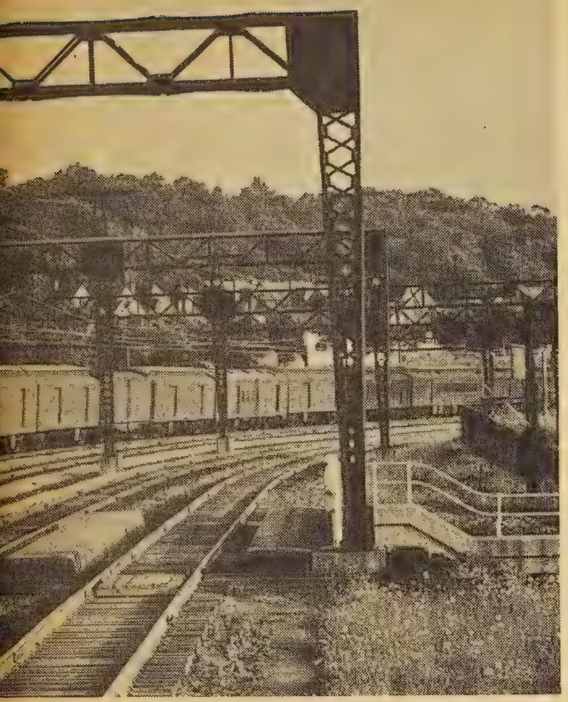
Roster compiled by Sy Reich

Electric Locomotives

Class	Road Numbers	Road	HP	Builder	Wheel Arngt.	Tract. Eff.	Weight	Date	Notes
S-1	100	NYC	792	Alco-GE	2-D-2	36,600	234,200	1904	1
S-2	101-134	NYC	792	Alco-GE	2-D-2	(Note 2)	(Note 2)	1906	2
S-3	135-146	NYC	792	Alco-GE	2-D-2	38,075	249,800	1908-09	3
Q	150-156	NYC	1350	Alco-GE	B-B	50,375	201,500	1926	4
R-1	160-165	MC	1575	Alco	B+B	51,590	206,360	1910	5
R-1a	166-169	MC	1585	GE	B+B	61,715	246,860	1914	6
R-1b	170-171	MC	1585	Alco-GE	B+B	62,325	249,300	1926	7
P-1a	200-221	CUT	2635	Alco-GE	2-C+C-2	77,925	418,900	1929-30	8
P-2a	222	NYC	4243	Alco-GE	2-C+C-2	74,075	406,480	1951	8
P-2b	223-242	NYC	4243	Alco-GE	2-C+C-2	72,125	388,300	1955	8
T-1a	247	NYC	792	Alco-GE	B-B+B-B	63,050	252,200	1913	9
T-1b	248-256	NYC	756	Alco-GE	B-B+B-B	63,050	252,200	1913	82
T-2a	257-262	NYC	1905	Alco-GE	B-B+B-B	69,975	279,100	1914	76
T-2b	263-272	NYC	1905	GE	B-B+B-B	70,125	280,500	1917	77
T-3a	273-282	NYC	1908	Alco-GE	B-B+B-B	66,400	292,600	1926	78
R-a	300-301	NYC	1330	Alco-GE	(B-B)x(B-B)	88,500	354,000	1926	79
R-2	302-343	NYC	2010	Alco-GE	C+C	66,600	266,400	1930-'1	80
——	B-1—B-3	NYC	——	NYC	3-3	——	191,500	1954-'5	81

Diesel Locomotives

DCA-1a	3500-3503	NYC	1500	GM-EMD	F3A	B-B	62,325	249,300	1947	55
DCA-2a	3200-3203	NYC	1500	BW	DR 6-4-1500	A1A-A1A	55,250	335,800	1947-8	56
DCA-3a	3504-3507	NYC	1500	BW	——	A1A-A1A	56,250	342,000	1947-8	56
DCB-1a	3600-3601	NYC	1500	GM-EMD	F3B	B-B	63,000	252,000	1947	57
DCB-2a	3300-3301	NYC	1500	BW	DR 6-4-1500	A1A-A1A	55,100	335,000	1947-8	58
DCB-3a	3602-3603	NYC	1500	BW	——	A1A-A1A	55,100	335,000	1947-8	58
DES-a	505	NYC	92	GE	?	B-B	23,250	93,000	1923	10
DES-1a	506	NYC	330	GE	70-ton	B-B	35,000	140,000	1940	11
DES-1b	507-508	NYC	330	GE	70-ton	B-B	35,800	143,200	1942	11
DES-1c	509-513	NYC	330	GE	70-ton	B-B	36,125	144,500	1942	11
DES-2	525	NYC	300 2488	Alco-GE	404-OEB-257	B-B	64,345	257,500	1928	12
DES-3	526-562	NYC	300	AGEIR	404-OEB-255	B-B	63,100	252,400	1930	13
DES-3	563-566	MC	300	AGEIR	404-OEB-255	B-B	63,100	252,400	1930	14
DES-4	567-573	NYC	600	GM-EMC	SC	B-B	50,500	202,000	1936	15
DES-5a	574-579	NYC	600	GM-EMC	SW1	B-B	51,625	206,500	1939	16
DES-5b	580-584	NYC	600	GM-EMD	SW1	B-B	48,925	195,700	1942-3	
DES-5c	585-609	NYC	600	GM-EMD	SW1	B-B	49,000	196,000	1949	
DES-5d	610-614	NYC	600	GM-EMD	SW1	B-B	49,150	196,600	1950	
DES-5e	615-619	NYC	600	GM-EMD	SW1	B-B	49,850	199,400	1950	
DES-5e	620-621	NYC	600	GM-EMD	SW1	B-B	49,100	196,400	1950	
DES-6a	650-653	NYC	600	GM-EMC	SW1	B-B	55,875	223,500	1939	17
DES-6b	654-666	NYC	600	GM-EMC	SW1	B-B	55,525	222,100	1939	17
DES-6c	667-671	NYC	600	GM-EMC	SW1	B-B	55,875	223,500	1939-40	17
DES-6d	672-691	NYC	600	GM-EMD	SW1	B-B	55,775	223,100	1941	17
DES-6e	692-694	NYC	600	GM-EMD	SW1	B-B	55,125	224,500	1941	17
DES-6f	695-697	NYC	600	GM-EMD	SW1	B-B	56,175	224,700	1941	17
DES-6g	698-704	NYC	600	GM-EMD	SW1	B-B	55,875	223,500	1941-2	17
DES-7a	800-805	NYC	600	Alco	HH 600	B-B	53,950	215,800	1938-9	18
DES-7b	806-810	NYC	600	Alco	HH 600	B-B	54,375	217,500	1939	18
DES-8a	811	NYC	660	Alco-GE	S1	B-B	49,000	196,000	1940	19
DES-8b	812-826	NYC	660	Alco-GE	S1	B-B	50,125	200,500	1942-3	20
DES-8b	827-848	NYC	660	Alco-GE	S1	B-B	49,500	198,000	1944	20
DES-8c	849-863	NYC	660	Alco-GE	S1	B-B	49,400	197,600	1945	20
DES-8d	864-873	NYC	660	Alco-GE	S1	B-B	49,250	197,000	1950	
DES-8e	874-903	NYC	660	Alco-GE	S3	B-B	49,100	196,400	1950	



Photograph by Richard J. Cook

NYC Roster Notes

Roster, based on data from NYC Chief Mechanical Engineer, is accurate as of Dec. 1, 1961. Railroad abbreviations: NYC—New York Central; MC—Michigan Central; CUT—Cleveland Union Terminal; P&LE—Pittsburgh & Lake Erie; IHB—Indiana Harbor Belt; CR&I—Chicago River & Indiana; P&E—Peoria & Eastern Ry.; L&JB—Louisville & Jefferson Bridge.

Locomotive builders: Alco—American Locomotive Co.; GE—General Electric Co.; GM-EMC—General Motors-Electric Motive Corp.; GM-EMD—General Motors—Electro Motive Division; BW—Baldwin-Westinghouse; BLH—Baldwin-Lima-Hamilton; BLHW—Baldwin-Lima-Hamilton-Westinghouse; LH—Lima-Hamilton; AGEIR—Alco-GE-Ingersoll Rand; FM—Fairbanks-Morse; Har.—Harmon Shops; Col.—Collinwood Shops; GMD—General Motors Diesel Ltd.; Alco Pr.—Alco Products.

(1) Renumbered from 6000, then 3200. Originally 1-D-1 wheel arrangement.

(2) Renumbered from 3201-3234. Originally 1-D-1 wheel arrangement. Nos. 101, 103-104, 106-107, 109-111, 117-120, 123, 127-128 have tractive effort of 36,225 and a weight of 229,900. The remainder have t.e., 35,600; weight, 227,700. Nos. 101, 103, 106, 111, 114, 120, 122, 134 have been scrapped.

(3) Renumbered from 3235-3246, originally 1-D-1 wheel arrangement, all scrapped.

(4) Renumbered from 1250-1256, all scrapped.

(5) Renumbered from 7500-7505, all scrapped.

(6) Renumbered from 7506-7509, all scrapped.

(7) Renumbered from 7510-7511, all scrapped.

(8) Renumbered from 1050-1071. All units except 220 were converted to NYC Class P-2a, P-2b, and renumbered 240, 241, 228, 242, 229, 237, 223, 239, 238, 230, 231, 235, 226, 233, 227, 225, 236, 224, 222, 232, 220 not. rebit., 234 respectively.

(9) Renumbered from 1147, scrapped.

(10) Renumbered from 1505. Bought second-hand, sold to Eastman Kodak Co., Rochester, N.Y. and renumbered 5. Condemned to be scrapped in July '61 but still stored.

(11) Units 506-510 renumbered X506-X510 when converted to shop locomotives. X506-X508 sold to Despatch Shops, Inc., East Rochester, N.Y., and renumbered 3, 1, 2 respectively. X510 scrapped. 511 sold to F. Ortner Slag Co., Cincinnati, O.; 512 sold to Standard Slag. Co., Youngstown, O., and 513 sold to Cambria Slag Co.

(12) Renumbered from 1525. This was a 3-power locomotive which operated from third-rail or overhead, diesel engine, or storage batteries. Converted to diesel hump trailer 470 Class DHT-2b.

(13) Renumbered from 1526-1562. These were 3-power locos. Unit 542 had T.E. 64,325, weight 257,300. All units scrapped except 535, 542, 551, 561, and 562, which were converted to diesel hump trailers 475, Class DHT-2e; 473, Class DHT-2d; 475, Class DHT-2e; 472, 471 both Class DHT-2c respectively.

(14) Renumbered from 7530-7533. These were 3-power locos. Unit 563 had T.E. 64,325, weight 257,300. All units scrapped except 562, converted to diesel hump trailer 474 class DHT-2d.

(15) Scrapped.

(16) Unit 574 rebuilt.

(17) Units 650-704 renumbered from 600-654 unit 696 scrapped. (CONTINUED ON PAGE 57)

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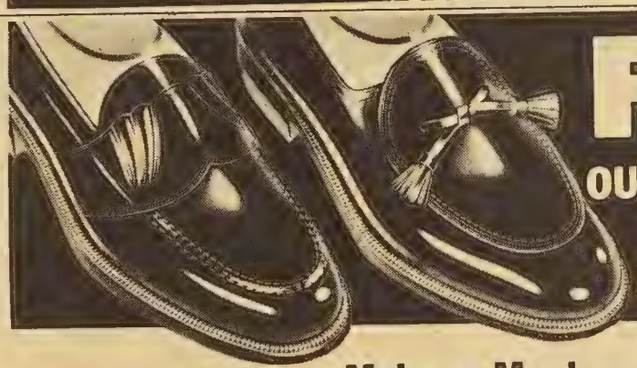

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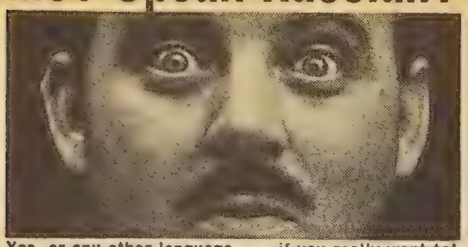

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DES-13L	9500-9516	NYC	1000	GM-EMD	NW2	B-B	61,500	246,000	1948	28
DES-14a	9100-9101	P&LE	1000	FM	ALT 100.6a	B-B	60,125	240,500	1946	
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DES-16c	8851-8855	NYC	1200	GM-EMD	SW7	B-B	61,700	246,800	1950	
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DES-18b	9602-9607	NYC	800	GM-EMD	SW8	B-B	57,675	230,700	1952	
DES-18c	9608-9623	NYC	800	GM-EMD	SW8	B-B	57,650	230,600	1953	
DES-18d	9624-9627	NYC	800	GM-EMD	SW8	B-B	59,800	239,200	1953	
DES-19a	9800-9820	CR&I	800	LH	Yd. Sw.	B-B	57,200	228,800	1951	
DES-20a	9308-9310	NYC	1200	BLHW	S-12	B-B	58,675	234,700	1951	
DES-20b	9311-9328	NYC	1200	BLHW	S-12	B-B	61,700	246,800	1952	
DES-21a	9628-9630	CUT	900	GM-EMD	SW900	B-B	61,900	247,600	1954	
DES-21b	9631-9646	NYC	900	GM-EMD	SW900	B-B	61,900	247,600	1955	
DEF	500	NYC	750	Alco-GE	—	2-D-2	43,750	303,000	1928	59
DFA-1a	1600-1603	NYC	1350	GM-EMD	FTAxFTB	(B-B)x(B-B)	58,500	234,000	1944	60
DFA-1b	1604-1605	NYC	1350	GM-EMD	F2A	B-B	57,800	231,200	1946	
DFA-2a	1606-1623	NYC	1500	GM-EMD	F3A	B-B	59,025	236,100	1947	63
DFA-2b	1624-1635	NYC	1500	GM-EMD	F3A	B-B	58,500	234,000	1948	63
DFA-2c	1636-1646	NYC	1500	GM-EMD	F7A	B-B	58,775	235,100	1949	
DFA-2d	1647-1662	NYC	1500	GM-EMD	F7A	B-B	58,775	235,100	1949	
DFA-2e	1663-1676	NYC	1500	GM-EMD	F7A	B-B	58,725	234,900	1949	
DFA-2f	1677-1710	NYC	1500	GM-EMD	F7A	B-B	61,500	246,000	1951	
DFA-2g	1711-1841	NYC	1500	GM-EMD	F7A	B-B	61,550	246,200	1952	
DFA-2h	1842-1873	NYC	1500	GM-EMD	F7A	B-B	61,650	246,600	1952	
DFA-2j	1874, 1875, 1877	NYC	1500	GM-EMD	F3A	B-B	60,625	242,500	1947	55
DFA-3a	1000-1003	NYC	1500	Alco-GE	FA-1	B-B	59,850	239,400	1947	
DFA-3b	1004-1013	NYC	1500	Alco-GE	FA-1	B-B	60,075	240,300	1948	63
DFA-3c	1014-1032	NYC	1500	Alco-GE	FA-1	B-B	60,275	241,100	1948	63
DFA-3d	1033-1040	NYC	1500	Alco-GE	FA-1	B-B	59,700	239,000	1949	
DFA-3e	1041-1043	NYC	1500	Alco-GE	FA-1	B-B	59,700	239,000	1949	
DFA-4a	3800-3803	NYC	1500	BW	DR 4-4-1500	B-B	64,500	258,000	1948	65
DFA-5a	5000-5001	NYC	2000	FM	ALT 200.3	A1A-A1A	60,000	347,000	1947	63
DFA-5b	5002-5005	NYC	2000	FM	ALT 200.3	A1A-A1A	60,800	348,800	1948-9	67
DFA-6a	5006-5013	NYC	2000	FM	CFA 20-4	B-B	64,950	259,800	1950	68
DFA-6b	5014-5017	NYC	2000	FM	CFA 20-4	B-B	64,950	259,800	1950	68
DFA-7a	1044-1045	NYC	1600	Alco-GE	FA-2	B-B	62,250	249,000	1951	
DFA-7b	1046-1087	NYC	1600	Alco-GE	FA-2	B-B	62,250	249,000	1951	
DFA-7c	1088-1107	NYC	1600	Alco-GE	FA-2	B-B	61,800	247,200	1951	
DFA-7d	1108-1123	NYC	1600	Alco-GE	FA-2	B-B	62,150	248,600	1952	
DFA-8a	3804-3821	NYC	1600	BLHW	RF-16	B-B	63,750	255,000	1951-2	
DFA-9a	6600-6607	NYC	1600	FM	CFA 16-4	B-B	63,750	255,000	1952	
DFB-1a	2400-2403	NYC	1350	GM-EMD	FTAxFTB	(B-B)x(B-B)	56,750	227,000	1944	60
DFB-2a	2404-2413	NYC	1500	GM-EMD	F3B	B-B	56,850	227,400	1947	63
DFB-2b	2414-2419	NYC	1500	GM-EMD	F3B	B-B	56,450	225,800	1948	
DFB-2c	2420-2421	NYC	1500	GM-EMD	F7B	B-B	62,050	248,200	1949	
DFB-2d	2422-2429	NYC	1500	GM-EMD	F7B	B-B	62,050	248,200	1949	
DFB-2e	2430-2435	NYC	1500	GM-EMD	F7B	B-B	62,050	248,200	1949	
DFB-2f	2436-2442	NYC	1500	GM-EMD	F7B	B-B	61,500	246,000	1951	
DFB-2g	2443-2474	NYC	1500	GM-EMD	F7B	B-B	61,800	247,200	1952	
DFB-2h	2475-2476	NYC	1500	GM-EMD	F3B	B-B	60,700	242,800	1947	57
DFB-3a	3300-3301	NYC	1500	Alco-GE	FB-1	B-B	57,950	231,800	1947	70
DFB-3b	3302-3306	NYC	1500	Alco-GE	FB-1	B-B	57,950	231,800	1948	70
DFB-3c	3307-3311	NYC	1500	Alco-GE	FB-1	B-B	58,250	233,000	1948	70
DFB-3d	3312-3315	NYC	1500	Alco-GE	FB-1	B-B	58,025	232,100	1949	70
DFB-3e	3316-3322	NYC	1500	Alco-GE	FB-1	B-B	57,625	230,500	1949	70
DFB-4a	3700-3701	NYC	1500	BW	DR 4-4-1500	B-B	63,675	254,700	1948	
DFB-5a	5100-5101	NYC	2000	FM	ALT 200.3	A1A-A1A	60,950	349,700	1948-9	71
DFB-6a	5102-5104	NYC	1600	FM	CFB 20-4	B-B	64,325	257,300	1950	72
DFB-7a	3323-3332	NYC	1600	Alco-GE	FB-2	B-B	62,125	248,500	1951	
DFB-7b	3333-3354	NYC	1600	Alco-GE	FB-2	B-B	61,950	247,800	1951	
DFB-7c	3355-3364	NYC	1600	Alco-GE	FB-2	B-B	61,800	247,200	1951	
DFB-7d	3365-3372	NYC	1600	Alco-GE	FB-2	B-B	61,700	246,800	1952	
DFB-8a	3702-3709	NYC	1600	BLHW	RF-16	B-B	62,600	250,400	1951-2	

(18) Units 800-810 renumbered from 674-684.
(19) Unit 811 purchased March '41, renumbered from 590.
(20) Units 812-863 renumbered from 693-744.
(21) Unit 950 renumbered from 85, which was acquired March, '41.
(22) Units 951-957 renumbered from 901-907.
(23) Units 750-751 renumbered from 501-502.
(24) 8546 sold Oct. 1, 1959, to U.S. Steel Co., Edgar Thompson Works, Braddock, Pa., renumbered 110. No. 8547 sold in 1959 to Pan American Engineering Co., Dallas, Tex., consigned to Perla Minas de Fierro, Nonclova, Coahuica, Mexico c/o R. Flores & Co. Sold to A. Hornos de Mexico, Monoclava, Mexico.
25) 8832 scrapped.
(26) Built for NYC, now assigned to IHB.
(27) Built for CR&I, now assigned to NYC.
(28) Purchased from NYO&W, renumbered from 114, 116-127 respectively.
(29) Diesel hydraulic for Xplorer train. Also contains 560 hp diesel for auxiliary power.
(30) Converted from R-a electrics 300-301.
(31) Converted from diesel-electric 500, Class DEF. Scrapped.
(32) Converted from diesel electric 525, Class DES-2.
(33) 4003 rebuilt by GM-EMD to E8A with 2250 hp, T.E. 57,350, weight 340,300.
(34) 4020 rebuilt by GM-EMD to E8A with 2250 hp, T.E. 57,350, weight 340,300.
(35) 4044 rebuilt to GM-EMD with T.E. 56,925, weight 337,800.
(36) Repowered with EMD 1750 hp. diesels. Now have T.E. 50,450, weight 299,300.
(37) These units have had their steam generators removed and thus have been reclassed without 'P' (i.e., DRSP-2a becomes DRS-2a, etc.): all Class DRSP-2a, all Class DRSP-2c; all Class DRSP-4d, 5682-5683, 5740, 5746, 5748-5749, 5752, 5754, 5756-5757, 5759, 5788, 5792-5793; all Class DRSP-6a, 8244-8246, 8260, 8304-8305, 8308, 8310; all Class DRSP-6g, 8343, 8346, 8350, 8352, 5946. Unit 8201 scrapped. (38) 8202 scrapped.
(40) Renumbered from 8300-8301.
(43) 5741 rebuilt by GM-EMD.
(44) Bought from C&O in Dec. '55, renumbered from 5720-5729.
(45) Renumbered from 5800-5815. Nos. 6200-6204, 6206-6209, 6212-6215 have had steam generators removed and reclassed DRS-5a; T.E. 60,200, weight 240,800. (52) 7008 scrapped.
(53) Renumbered from 5820-5836. Steam generators removed from 6220, 6223, 6225-6227, 6229, 6231, 6232, 6234-6235 and reclassed DRS-8a.
(55) 3502 scrapped. 3500-3501, 3503 converted to freight locos 1874-1875, 1877, Class DFA-2i in 1/59, 12/58 and 2/61 respectively; 3500 (1874) scrapped 6/61.
(56) 3200-3203 repowered by EMD, renumbered 3504-3507, reclassed DCA-3a, scrapped.
(57) 3600-3601 converted to freight locos 2475-2476, Class DFB-2h, in 12/58 and 8/59 respectively. 3600 (2475) scrapped 5/61.
(58) 3300-3301 repowered by EMD, renumbered 3602-3603, Class DCB-3a, scrapped.
(59) Renumbered from 1550; converted to diesel hump trailer 469, Class DHT-2a, at Harmon Shops; scrapped.
(60) Units 1600 and 2400, 1601 and 2401, 1602 and 2402, 1603 and 2403 are semi-permanently coupled. 1601-1602, 2401-2402 are scrapped.
(63) Units 1615-1616, 1625-1627, 1632, 1634, 1006, 1011-1013, 1015, 1019, 1022, 1028, 1029, 1032, 5000, 2408 are scrapped.
(65) Formerly 3400-3403. Units 3800-3802 scrapped.
(67) Units 5004-5005 scrapped. 5002-5003 repowered by EMD to 1750 hp, T.E. 59,500, weight 341,500.
(68) Repowered by EMD; 5006, 5010, 5013, 5014 to 1500 hp., remainder to 1750 hp.
(69) Converted from elec. diesel-electrics 562, 561, 542, 563, 551, 535, Class DES-3 respectively.
(70) Units 3300-3322 renumbered from 2300-2322. Nos. 3303, 3305 scrapped.
(71) 5100 scrapped. 5101 repowered by EMD to 1750 hp., T.E. 59,250, weight 340,000.
(72) Repowered by EMD to 1750 hp., T.E. 63,250, weight 253,000.
(73) Repowered by EMD to 1750 hp.
(75) 9300-9307 renumbered from 8600-8607.
(76) Formerly 1157-1162. Nos. 258, 259 scrapped.
(77) Formerly 1163-1172. Nos. 268, 270 scrapped.
(78) Renumbered from 1173-1182. Nos. 277, 281 scrapped. T.E. limited by overload relay setting.
(79) Renumbered from 1200-1201. Converted to diesel hump trailers, Class DHT-1a, renumbered 450-453 at Harmon in 1945.
(80) Renumbered from 1202-1243. Units 303, 308, 314, 318, 334, 335, 340-343 sold to CSS&SB and rebuilt to their 701 Class. The rest were scrapped except 316-317, 325, 328-329, 337, which are still on the roster.
(81) Brake power traliers converted at NYC Gibson Shops from steam loco tenders T-3619, T-3915, T-4332 from locos L-1a 2517, L-1d 2669, and H-10b 2369 respectively.
(82) Renumbered from 1148-1156. Nos. 248, 250, 251, 253, 254, 256 scrapped. (TURN TO PAGE 58)

Rosters, next issue (Aug., out June 4): Wash. State shortlines, Southern Ry. system, alltime Vandalia steam.

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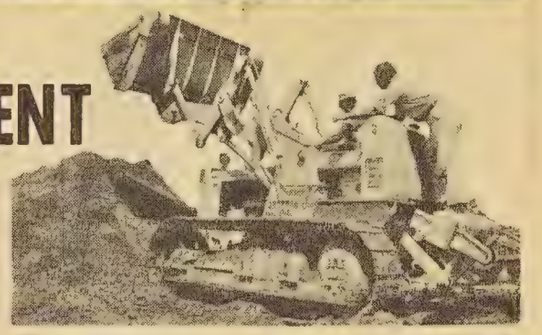

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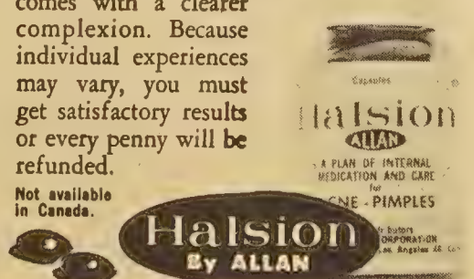

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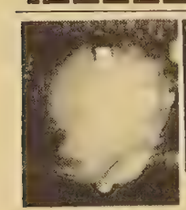

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DFB-9a	6900-6903	NYC	1600	FM	CFB 16-4	B-B	63,375	253,500	1952	
DFT-1a	7100-7105	NYC	2000	FM	ALT 200.1	B-B	62,950	251,800	1948	
DFT-1b	7110-7114	NYC	2000	FM	ALT 200.1	B-B	63,100	252,400	1948	
DFT-1c	7115-7116	NYC	2000	FM	ALT 200.1	B-B	62,950	251,800	1948	
DFT-1d	7106-7109	NYC	2000	FM	ALT 200.1	B-B	63,325	253,300	1948	
DFT-1e	7117-7118	NYC	2000	FM	ALT 200.1	B-B	63,050	252,200	1949	
DH-1a	20	NYC	1000	BLH	RP-210H	B-2	29,500	198,300	1956	29
DHT-1a	450-453	NYC	—	NYC Har.	—	B-B	63,425	253,700	1945	30
DHT-2a	469	NYC	—	NYC Har.	—	B-B	67,600	270,400	1946	31
DHT-2b	470	NYC	—	NYC Har.	—	B-B	69,525	278,100	1945	32
DHT-2c	471-472	NYC	—	NYC Har.	—	B-B	66,000	264,000	1946,8	69
DHT-2d	473-474	IHB	—	NYC Har.	—	B-B	66,500	266,000	1950	69
DHT-2e	475	NYC	—	NYC Col.	—	B-B	65,250	261,000	1954	69
DHT-2e	476	IHB	—	NYC Col.	—	B-B	65,250	261,000	1954	69
DPA-1a	4000-4007	NYC	2000	GM-EMD	E7A	A1A-A1A	54,475	323,000	1945	33
DPA-1b	4008-4023	NYC	2000	GM-EMD	E7A	A1A-A1A	54,325	322,300	1947	34
DPA-1c	4024-4029	NYC	2000	GM-EMD	E7A	A1A-A1A	54,475	323,300	1948	
DPA-1d	4030-4035	NYC	2000	GM-EMD	E7A	A1A-A1A	55,000	326,500	1949	
DPA-2a	4200-4201	NYC	2000	Alco-GE	PA-2	A1A-A1A	51,925	308,000	1948	
DPA-2b	4202-4203	NYC	2000	Alco-GE	PA-2	A1A-A1A	52,450	311,300	1948	
DPA-2c	4204-4207	P&LE	2000	Alco-GE	PA-2	A1A-A1A	51,425	311,700	1949	15
DPA-3a	4400-4405	NYC	2000	FM	ALT 100.3	A1A-A1A	58,100	333,300	1949	
DPA-4a	4208-4211	NYC	2250	Alco-GE	PA-3	A1A-A1A	52,500	318,000	1950	
DPA-4b	4212	NYC	2250	Alco-GE	PA-3	A1A-A1A	51,500	311,800	1950	
DPA-4c	4213-4214	P&LE	2250	Alco-GE	PA-3	A1A-A1A	52,125	315,900	1952	15
DPA-5a	4036-4309	NYC	2250	GM-EMD	E8A	A1A-A1A	56,375	334,600	1951	
DPA-5b	4040-4053	NYC	2250	GM-EMD	E8A	A1A-A1A	56,575	335,700	1951-2	35
DPA-5c	4054-4061	NYC	2250	GM-EMD	E8A	A1A-A1A	56,575	335,700	1952	
DPA-5d	4062-4063	NYC	2250	GM-EMD	E8A	A1A-A1A	56,325	334,200	1953	
DPA-5e	4064-4095	NYC	2250	GM-EMD	E8A	A1A-A1A	56,250	333,800	1953	
DPA-6a	4500-4507	NYC	2400	FM	CPA 24-5	B-A1A	62,600	304,000	1952	73
DPB-1a	4100-4103	NYC	2000	GM-EMD	E7B	A1A-A1A	52,250	310,000	1945	
DPB-1b	4104-4107	NYC	2000	GM-EMD	E7B	A1A-A1A	52,250	310,000	1947	
DPB-1c	4108-4113	NYC	2000	GM-EMD	E7B	A1A-A1A	52,750	313,000	1948	
DPB-2a	4300-4301	NYC	2000	Alco-GE	PB-2	A1A-A1A	51,250	304,300	1948	
DPB-2b	4302-4303	NYC	2000	Alco-GE	PB-2	A1A-A1A	52,125	309,300	1948	36
DPB-4a	4304	NYC	2250	Alco-GE	PB-3	A1A-A1A	51,850	314,000	1950	
DRSP-1a	8100	NYC	1000	Alco-GE	RS-1	B-B	61,700	246,800	1948	
DRS-1b	8101-8108	NYC	1000	Alco-GE	RS-1	B-B	60,800	243,200	1948	
DRS-1c	8109-8111	NYC	1000	Alco-GE	RS-1	B-B	60,250	241,000	1950	
DRSP-1d	8112-8113	NYC	1000	Alco-GE	RS-1	B-B	60,000	240,000	1950	
DRSP-2a	8200-8201	NYC	1500	Alco-GE	RS-2	B-B	61,375	245,500	1948	37
DRS-2b	8202-8208	NYC	1500	Alco-GE	RS-2	B-B	61,525	246,100	1949	38
DRSP-2c	8209-8222	NYC	1500	Alco-GE	RS-2	B-B	51,200	244,800	1950	37
DRSP-3a	7300-7301	NYC	1500	BW	DRS 4-4-1500	B-B	66,950	267,800	1948	40
DRS-4a	5600-5607	NYC	1500	GM-EMD	GP7	B-B	61,625	246,500	1950	
DRSP-4b	5608-5611	NYC	1500	GM-EMD	GP7	B-B	62,500	250,000	1950	
DRS-4c	5612-5623	P&E	1500	GM-EMD	GP7	B-B	61,550	246,200	1950	
DRSP-4d	5624-5625	P&E	1500	GM-EMD	GP7	B-B	61,650	246,600	1950	37
DRS-4e	5626-5675	NYC	1500	GM-EMD	GP7	B-B	61,250	245,000	1951	
DRS-4f	5676-5681	P&LE	1500	GM-EMD	GP7	B-B	61,125	244,500	1951	
DRSP-4g	5682-5685	P&LE	1500	GM-EMD	GP7	B-B	61,825	247,300	1951	37
DRS-4h	5686-5708	NYC	1500	GM-EMD	GP7	B-B	61,700	246,800	1952	
DRSP-4j	5709-5712	NYC	1500	GM-EMD	GP7	B-B	63,075	252,300	1952	
DRS-4k	5713-5724	P&LE	1500	GM-EMD	GP7	B-B	61,500	246,000	1952	
DRS-4l	5725-5734	P&LE	1500	GM-EMD	GP7	B-B	61,100	244,400	1953	
DRSP-4m	5735-5737	P&LE	1500	GM-EMD	GP7	B-B	61,700	246,800	1953	
DRS-4n	5738-5807	NYC	1500	GM-EMD	GP7	B-B	62,100	248,400	1953	37,43
DRS-4p	5808-5817	NYC	1500	GM-EMD	GP7	B-B	61,300	245,200	1953	
DRS-4q	5818-5827	NYC	1500	GMD	GP7	B-B	65,000	260,000	1951	44
DRSP-5a	6200-6215	NYC	1200	LH	Rd. Sw.	B-B	61,875	247,500	1950	45
DRSP-6a	8223-8230	NYC	1600	Alco-GE	RS-3	B-B	62,125	248,500	1950	37
DRS-6b	8231-8243	NYC	1600	Alco-GE	RS-3	B-B	62,075	248,300	1951	
DRSP-6c	8244-8280	NYC	1600	Alco-GE	RS-3	B-B	62,125	248,500	1951	37
DRS-6d	8281-8284	NYC	1600	Alco-GE	RS-3	B-B	65,000	260,000	1951	
DRSP-6e	8285-8307	NYC	1600	Alco-GE	RS-3	B-B	61,950	247,800	1951	37
DRSP-6f	8308-8319	NYC	1600	Alco-GE	RS-3	B-B	62,200	248,800	1952	37
DRSP-6g	8320-8342	NYC	1600	Alco-GE	RS-3	B-B	62,650	250,600	1952	37
DRSP-6h	8343-8352	NYC	1600	Alco-GE	RS-3	B-B	61,850	247,000	1953	37
DRS-6j	8353-8357	P&LE	1600	Alco-GE	RS-3	B-B	61,375	245,500	1953	
DRS-7a	7000-7012	NYC	1600	FM	H16-44	B-B	62,000	248,000	1951	52
DRSP-8a	6220-6236	NYC	1200	BLHW	RS-12	B-B	62,200	248,800	1951	53
DRSP-9a	5900-5903	CUT	1750	GM-EMD	GP9	B-B	63,925	255,700	1954	
DRS-9b	5904-5927	NYC	1750	GM-EMD	GP9	B-B	61,750	247,000	1955	
DRSP-9c	5928-5948	NYC	1750	GM-EMD	GP9	B-B	63,750	255,000	1955	37
DRS-9d	5949-5998	NYC	1750	GM-EMD	GP9	B-B	61,750	247,000	1956	
DRS-9e	5999-6028	NYC	1750	GM-EMD	GP9	B-B	61,750	247,000	1956	
DRS-9f	6029-6038	NYC	1750	GMD	GP9	B-B	61,750	247,000	1957	
DRSP-9g	6039-6040	NYC	1750	GMD	GP9	B-B	64,875	259,500	1957	
DRS-9h	6041-6075	NYC	1750	GM-EMD	GP9	B-B	61,750	247,000	1957	
DRS-10a	8000-8008	NYC	1800	Alco Pr.	RS-11	B-B	61,250	245,000	1957	
DRS-11a	6100-6114	NYC	2000	GM-EMD	GP20	B-B	63,650	254,600	1961	
DRS-12a	8020-8034	NYC	2000	Alco Pr.	RS-12	B-B	61,250	245,000	1961	

Photo by Jim Shaughnessy

New York Central 8550 helps railfan special upgrade from Green Island to Cohoes, N.Y., on trip commemorating 100th anniversary of Hudson River Railroad.

RAILROAD HOBBY CLUB

by Sy Reich

COMMENTING on our Shortlines of Alabama roster (Feb. '62), Tom Lawson supplies additional timely information. Birmingham Southern engine 84 has been sold to Alabama Asphaltic Limestone Co., Margerum, Ala., where she replaced O-4-OT No. 1 and 2-8-0 No. 401. The One-spot (Alco, 1922) ran in winter when carloadings were light, and ex Southern 401 in summer. No. 1 will be scrapped and 401 held.

Sy Reich

Mobile & Gulf 97 carries 180 lbs. b.p. and weighs 112,000 lbs. Baldwin built her in 1925. Rick Jowers says both the Sumter & Choctaw and Bonhommie & Hattiesburg Southern have been dieselized. Leonard Trommel reports that B&HS has sold No. 300 to the Chicago Chapter of NRHS, which may also buy No. 250, leaving the road two diesels, 1 and 2, with which to operate. Steam fans were happy to see Brimstone RR. No. 35, a Shay, running several months last year. Birmingham Southern 88 went to the Feliciana Eastern. At that time BS 2-8-2 No. 16 (Alco, 1923) was in service, with 4-6-2 No. 9 (Alco, 1912) in stand-by, but both were sold last August.

The Steam Parade

Here's exciting news: the Arcade & Attica, a dieselized shortline in upstate New York, has just bought a coalburning steam loco from Boyne City RR. in Michigan and two DL&W coaches for use on picnic trains over the scenic 14-mile line to a remote wooded area inaccessible to automobiles. The company hopes that tourists as well as local residents will arrive by auto to board the little train for a thrilling ride behind a steamer. Entire families could thus enjoy old-fashioned outings. Other scenic shortlines, take note.

Quoting from Shakespeare's play Julius Caesar, "If you have tears, prepare to shed them now." The Sydney & Louisburg, in Canada, which this magazine featured not long ago as the largest all-steam railroad left in English-speaking North America, is now fully dieselized. Its final steam run was made last Nov. 17. All S&L steamers are now being scrapped, Merlin Yeager reports.

Another GTW loco is saved, exults Sam Breck, referring to No. 6038 (4-8-2), now in Nelson Blount's "Steamtown" yard at North Walpole, N.H., which has just been repainted as the "Monadnock, Steamtown & Northern."

The Nickel Plate has sold a number of steamers, all for scrap except two Hudsons, 173 and 175, which went to the Louisiana Eastern (see page 24), and 174, acquired by Spence Engineering Co., Walden, N.Y., and two 0-6-0 switchers preserved for display in Ohio, No. 360 (W&LE '35) at Canton and No. 384 (Alco '44) at Lorain.

Other NKP steamers now on exhibition include Mike 587 (Baldwin '44), ex-LE&W 5541, at Indianapolis; Mike 624 (Lima '22) at Hammond, Ind.; Mike 639 (Lima '23) at Bloomington, Ill., and Hudson 170 (Alco '27) at the National Museum of Transport, St. Louis. As last year ended, NKP still had 75 locos awaiting disposition, a pitiful remnant of its once superb steam fleet. Incidentally, the road has just sold four diesels to the Wabash, NW2's 95-98, ex-W&LE; our Wabash roster (April '62) carried details.

The following steam locomotives are offered for sale by K. P. Miller, 1103 E. Broad St., Westfield, N.J.:

Eight 38"-gage, 25-ton, H. K. Porter 0-4-0 coalburning saddle-tankers, of which six can be set back to their original 36" gage. Built in 1942, '43, and '48. Specifications: cylinders 12x16", b.p. 180/psi, wheelbase 60", wheel diameter 33", tank capacity 700 gals., link-and-pin couplers; Sellers, Metropolitan, and Hancock injectors, Detroit Hydrostatic lubricators, Pule-National turbogenerators, Nat'l Board Code boilers. All out of service 1951-'2, stored outdoors; need painting, minor repairs. Bells and bldr. plates stolen. Located near Youngstown, O.

One standard-gage, 41-ton, coalburning, Vulcan 0-4-0, built 1941, tank capacity 1250 gals., N.B. Code boiler, air brakes, last used several years ago. Near Youngstown.

One standard-gage 65-ton, Porter 0-6-OT, built in 1943 as oilburner but converted to coal; piston valves, Walschaert valve gear, N.B. Code boiler, air brakes with compound pump, good cond., last used in Nov. '61. Also near Youngstown.

Two 20-ton, 36"-gage, coalburning, Vulcan 0-4-OT, built in mid-1920's. Vulcan catalog gives these specs. for such engines: cyls. 11x16", wheels 30", b.p. 165 psi, t.e. 9050 lbs., wheelbase 60", length 2088", width 7"6", tank capacity 750 gals., coal cap. ½ ton, steam brakes. Located in W. Va.

Comments on "Steam Today in the Carolinas" (Dec. '61) come from Thomas Lawson, Jr., 1703 Melrose Pl., Knoxville, Tenn. He says Graham County No. 1926, a Shay, was completely rebuilt and returned to service Oct. 19, 1961, when the flue time of the other Shay, No. 1925, expired. The Rebel RR., a narrow-gage tourist attraction, has only one loco, No. 192 (2-8-2). He adds that the Rockton & Rion owns 7 locos, not 4, the other 3 being No. 20 (0-4-OT, Alco, 1904), No. 203 (2-8-0, Baldwin, 1925) and an unnumbered gas 4-wheeler (Vulcan, 1929). Those 3 are out of service, stored in a quarry shed.

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"The R&R is located some ten miles out of Winnsboro, S.C., and is owned by Winnsboro Granite Corp.," according to Rick Jowers, 3967 Arden Way, N.E., Atlanta, Ga. "It is one of the very few railroads in the South that operates with an all-Negro crew."

Are there any other such train crews on this continent?

Rick continues: "The East Tennessee & Western North Carolina has perhaps the best-kept steam locos of any interstate road in the South. It is not generally known that the Elizabethton plant of N. Amer. Rayon Corp., located on that line, operates a fireless 0-6-OT.

"The Clinchfield's 600-series 4-6-6-4's, stored at Erwin, Tenn., were bought for $400,000 each from Alco in 1947. Due terms of the contract, they cannot be sold until the 40-year mortgage is paid off. Considering that these fine engines had only 6 years' service, it seems like a big waste of money!"

Maine Central 2-8-0 No. 501 is now in open storage at Rigby Yard, Portland, reports Rom Salters, 26 Pierce Rd., asking: "What happened to MEC's other 2-8-0, No. 519, which was used in the film 'Sunrise at Campobello'?"

Answering our request for a list of steam engines with the same road numbers as their wheel arrangement, Bill Colburn offers: ACL 462 (Baldwin '17), CG 482 (Alco '20), C&O 462 (Baldwin '13); CP 460 (Montreal '12); CNJ 480 (Brooks 1899); C&WC 280 (Baldwin '10); GB&W 260 (Alco '21). and MEC 462 (Alco '13).

Information is wanted by Bill Biesecker, 2263 Lafayette St., North Bellmore, N.Y. He recalls that in 1910 a 4-4-0 on a branch line was handling several cars that met DL&W trains at Delaware, N.J. Who can give details?

This list of Raritan River locos comes from Bob Purdy, 89-36 Whitney St., Elmhurst, N.Y., who'd like to hear from anyone who can fill in the gaps:

First Nos. 1 and 2 (4-4-0's); 2nd Nos. 1 and 2 (2-8-0's); Nos. 3 and 4 (Baldwin 4-6-0's), 3 sold on 1920, 4 scrapped in 1917; Nos. 5 and 6 (Baldwin 2-8-0's); No. 7 (Baldwin 0-6-0); No. 8 (0-6-0, PRR, Juniata), scrapped in 1947; Nos. 9, 10, 11 (Baldwin 2-8-2's), all scrapped, 9 and 10 in 1947; No. 12 (Baldwin 2-8-0), scrapped in 1937; and No. 14 (2-8-2); No. 15 (4-6-2); Nos. 16, 17, 19 (Lima 0-6-0's), all scrapped in 1954.

At Pigeon Forge, Tenn.: narrow-gage Rebel Railroad No. 192, ex-WP&Y.

Photo by Tom Lawson

Railroad Museums

Early railroad items, anything from old photos to full-size steam locomotives, are sought by Edward Galitza, *Ghost Town,* Findlay, Ohio, for display at his already-established replica of a settlement in the Old West. Says he: "We pay cash for such items or will accept them as loans or donations."

Southern Ry. baggage-express car 359, a new arrival on the University of Miami south campus, is being used to house part of the Miami RR. Historical Society's growing collection of relics located there, reports Secretary Lois Beekman, P.O. Box 8033, Coral Gables, Fla. One of the permanent exhibits is the armored Presidential Pullman. Every Sunday the Society operates a steam-powered train, the Piney Woods Special, on its trackage from Dogpatch station, which you can reach by automobile via Coral Reef Drive from S.W. 152nd St., Rockdale, Fla.

Mid-Continental Ry. Museum has been founded by a group of steam enthusiasts to preserve equipment of the Steam Age and operate it on the Hillsboro & Northeastern Ry. at Hillsboro, Wis. The group already owns an 0-4-0, No. 701 (Alco, 1914) from Consumers Sand & Gravel Co., a Lima 2-6-0 from Louisiana Cypress Co., C&NW Mogul 1385, and other items.

North American Car Co. has donated an insulated boxcar to the Ohio Railway Museum at Worthington, which plans to use it in mixed-train service on their operating pike. Built in 1927, this car was typical of those which transported perishable commodities before the advent of iced reefers, mechanically-refrigerated cars, and piggyback trailers.

Donations of ticket coupons, used or unused, are wanted for ticket-case display in Texas Railroad Museum. Contact W. J. Snell, secretary, Trinity Valley Railfans, Inc., 3828 Timberline Dr., S., Fort Worth, Texas.

Allen Jorgensen's article on "Suburban Tank Locomotives" (Feb. '62) mentions that Canadian National 4-6-4T No. 46 was for sale at Turcot Roundhouse in Montreal. According to F. D. Nott of that city, she has just been sold to H. J. O'Connel, a Montreal contractor, for his transportation museum.

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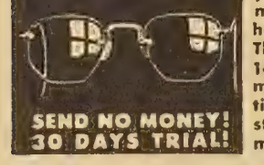

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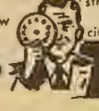

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Coming Events

April 8: Budd RDC excursion to Bridgeton, N.J., incl. 2 frt.-only branches, lv. Camden 10 a.m. EST, lunch and photo stops, sponsored by LV Chapter, NRHS. Fare $9, kids $4.50. Contact Gerhard Salomon, 606 Hamilton St., Allentown, Pa., or Ernest Kovacs, 416 2nd Ave., Bethlehem, Pa.

May 6: steam-powered trip over Denver yard and suburban trackage on C&S 638 (2-8-0), incl. last remnant of South Park Line to Sheridan Jct. and part of C&S ex-mainline, using open-end obs. private car, sponsored by Intermountain Chapter, NRHS, P.O. Box 921, Golden, Colo. Fare $4.50; kids $2.75.

May 10: Opening of season for steam-powered East Broad Top narrow-gage at Orbisonia, Pa., founded in 1871. Trains operated in May for special groups of 40 or more passengers. Regular runs every Saturday and Sunday in June thru October, plus daily trips July and August. A 10-mile round trip takes about 45 minutes, including stops for water, pictures, picnic areas etc. This summer it may be extended to Shirleysburg. Roster includes 4 locomotives in working condition. You can ride either passenger or freight train.

An innovation this year will be the opening of an old electric streetcar line, owned by a non-profit corporation, Railways to Yesterday, Inc., with about a half-mile of track running from EBT station to the wye near Orbisonia, operated by car 311 of the former Johnstown Traction Company.

May 30: long trip, 2 MU cars on Pennsy electrified system in Phila. suburban area, as far as Wilmington and Paoli, sponsored by LV Chapter, NRHS; lunch and photo stops. Fare $7.50, kids $3.75. Contact Gerhard Salomon or Ernie Kovacs.

Setouts and Pickups

Onetime editor of Railroad Magazine Wm. E. ("Boomer Bill") Hayes retired Jan. 31 as executive assistant, Rock Island Lines, in charge of public relations and advertising.

A detailed index of articles, photos and even brief factual notes pertaining to U.S. steam- and diesel-powered roads that appeared in Railroad Magazine and Trains in 1958 has been prepared by Douglas Ward, Bulletin editor of the B.C. Ry. Historical Asso., 3831 Merriam Dr., Victoria, B.C., Canada. This index has good reference value. Doug sells it for 50¢ a copy—no stamps. He is working up indexes for other years, past and present.

A new 16mm color-sound film, 25 minutes of "Vista-Dome Adventure" (on Calif. Zephyr), is available for showing to clubs, etc., Contact Western Pacific RR., Dept. of Public Relations, 526 Mission St., San Francisco, Calif.

"Where can I buy a second-hand full-size caboose plus old lantern and oil lights for it?" asks Archie Kagan, R.D. 1, Bound Brook, N.J.

While we welcome letters from readers, we prefer very short ones. Usually we get enough Hobby Club material to fill 20 departments the size of this one. We just can't find space enough to print all the interesting information we get.

Slides and Recordings

THIS magazine's write-up of A. C. Kalmbach in the "Interesting Railfans" series said nothing about the color-shots he had been making for the past 12 years, mostly in the Midwest, because his publicity girl forgot to mention it. The veil of secrecy is pierced; 174 of those color-shots are now buyable as 35mm slides. Somebody sent us the lot to review but mailed them to 30 Church St., New York, the address of Railway Age. Naturally, being honest, the Railway Age people forwarded the package to us and we had fun squinting at the slides and deciding which ones we liked best.

Al classifies them as follows: "Steam Railroading Spectacular," 48 subjects, the waning Steam Age (set, $7.98); "Railroad Wrecks" (how the railroad companies that advertised in Trains magazine would love these!), 24 slides (set, $3.98); "Noon at Naperville on the Burlington," varied traffic on three mainline tracks (set of 24, $3.98); "Suburban Rush Hour in the Days of Steam. C&NW," 30 pix snapped from a Chicago signal bridge (set, $4.98); "Milwaukee Electric Lines," 24 interurban slides (set, $3.98), and "Union Pacific at and near Cheyenne" (set of 24, $3.98). All in all, a pleasing assortment.

In our judament, the most picturesque slides of the lot are those showing (a) wooded cemetery described as "fine place to relax and watch the trains go by"; (b) New York Central 4-8-2 crossing a bridge near Kankakee, Ill.: (c) Canadian National steamer on a trestle: (d) North Shore electric car derailed; (e) big hook shot entitled "Hoist away!", and (f) fire on a Green Bay & Western bridge.

Much as we like some of Al's little gems, we must admit that Paul Garde, Box 2222, Green Fountain Falls, Colo., sells the largest and most varied collection of railroad and scenic slides on this planet. Paul has just issued two big new lists of 2x2 slides or 3½x5 photos, "Foreign Steam and West Coast Steam," each list 15¢.

He also is featuring recent color slides of Denver-Craig "Yampa Valley Mail," no list, beautiful winter mountain shots, 10 for $3, 20 for $5.50, 100 for $25. The set includes gorgeous scenery, tunnels, canyons, etc. Application was filed last year for abandonment of Yampa Valley Mail, after which no new pictures of it would be possible.

Howard Shottenfeld, who reviews new records for us, reports on two from Mobile Fidelity, P.O. Box 336, Burbank, Calif.: "Steam Railroading under Thundering Skies" and "Interurban Memories," each $3.98.

The former, pleasant but not outstanding, devotes a side each to the Bonhomie & Hattiesburg Southern's 2-8-2 No. 300 during a thunderstorm and 2-6-2 No. 250. Unfortunately, the little Mike doesn't make much noise but the 2-6-2 is a bit more talkative. Best feature is Engineer A. J. Lee's artistic whistle-blowing.

"Interurban Memories" should please juice fans with its hi-fi Pacific Electric and Chicago North Shore & Milwaukee action. Plenty of typical sounds of traction motors, air compressors, whistles, horns, etc., are heard in the lineside and on-the-car recordings.

Both discs possess top-quality recording and are cut by the new "Stereomonic" process which permits playing on both stereo and monaural equipment. Incidentally, we wish they had been separated into bands.

"Voice of the Iron Horse," a new 12" LP mono featuring the BC&G and some reading T-1's, issued by Associated Four Productions, Box 7, Parsippany, N.J., sells at $4.95. One of our front-cover photographers, Jack Emerick, made the photos for the jacket. We'll review it in next issue.

"Sentimental Journey," an interesting new record by Railfans Unlimited, 1-A Pritchard Ave., Toronto 9, Ont., Canada, ($5) contains behind-the-tender recordings of the famous tripleheaded Canadian Pacific fantrip in May, 1960, behind 4-4-0 No. 136 and 4-6-0's 815 and 1057. No. 1057 contributes most of the stack music, 136 the whistling. CPR fans shouldn't miss it.

"Union Pacific: The Big Steam" is the second recording by rail artist Howard Fogg, 2320 Balsam Dr., Boulder, Colo. ($4). Its action, mostly the inevitable Big Boys, varies from medium to good. We wish that more than two older engines had been used: old high-pitched whistles are more nostalgic than the "ocean-liner" tone of modern locos. But Fogg's narration of what's going on, including two meets and a water stop, makes the record highly recommendable.

"Nickel Plate Road" is one of the less successful efforts of Railroad Record Club, Hawkins, Wis. Except for a band of a 2-8-4 with a damaged cylinder, its sounds of Berkshires and Mikes are just ordinary. But the fine recording and exciting action of the club's "Pennsylvania Railroad," "Canadian National," and "Northern Pacific No. 2626 Memorial Album," particularly the first two, put them among the best records we've ever heard. All Railroad Record Club disks are 10" LP's selling at $4.50 each. The two latest, which arrived just as this number was being put to bed, will be reviewed in our next issue. ●

California Fantrips

FOR details on any of the following excursions in the San Francisco area send a stamped addressed envelope to Francis A. Guido, editor and publisher of "The Western Railroader" (monthly magazine), P.O. Box 668, San Mateo, Calif.

April 7-8, "Skunk Trip" on Calif. Western R.R., Central Coast Ry. Club.

April 14, Sacramento to Chico via Sacramento Northern, Bay Area Electric RR. Asso.

April 27-28-29, San Simeon tour, SP and bus, Pacific Coast Chapter R&LHS.

May 5-6, Sierra RR. steam trip, Central Coast Ry. Club.

May 13, Sacramento via SP with River tour, Central Coast Ry. Club.

May 19-20, Feather River Holiay via WP and Qunicy RR., Pacific Coast Chapter, R&LHS.

June 1-2-3, Disneyland via Santa Fe, Calif.-Nevada R.R. Historical Society.

June, open date, inaugural trip of MV "Harbor Prince" to Sacramento, Pacific Coast Chapter, R&LHS.

June 23-July 3, Western tour via WP to Salt Lake, UP to Butte, Milw. to Seattle, GN-SP home, Bay Area Electric R.R. Asso.

July 4, "Suntan Special" via SP to Santa Cruz, Pacific Coast Chapter, R&LHS.

July 29, Joint annual picnic via SP to Big Trees, Central Coast Ry. Club.

Aug. 15-Sept. 3, summer tour to Canada and New Eng., Pacific Coast Chapter, R&LHS.

Aug. 31-Sept. 3, Labor Day week-end to Seaside, Ore., via SP and SP&S, Central Coast Ry. Club.

Sept. 30, Sonoma wine festival via SP and NWP to Sonoma, Pacific Coast Chapter, R&LHS.

Oct. 6-7, Siskiyou tour via SP and Yreka Western. Calif.-Nevada RR. Hist. Society.

Oct. 13-14, Observation on SP "Del Monte," Central Coast Ry. Club.

Oct. 21, "Fresno Interurban" via Santa Fé, Bay Area Electric R.R. Asso. ●

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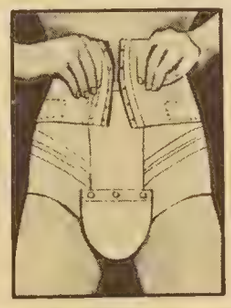

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BESIDES many black-and-whites inside the magazine, David Plowden of New York City and Putney, Vt., has had more color-shots on our covers than any other shutterbug. The one which evoked the most attention came in Dec. '59. It shows No. 5244, the Pennsy's last active steamer, on her final run. To improve his view, Dave laboriously cleaned and polished the side of the engine which would face his camera.

David Plowden

Dave is a Yale grad, born Oct. 9, 1932, in Boston. His railroading was brief: a summer's toil as gandy dancer on the D&H and a spell as trainmaster's assistant on the Great Northern. His real career is photography. He claims to be the only man ever to set up a portable dark room to develop film in a roundhouse, which he did at McAdam, N.B., on the Canadian Pacific. Another distinction is the British Railways' steam engine *Plowden Hall*, named for his family's ancestral home in England. Soft spoken and easy to get along with, Dave specializes in human-interest shots like those on pages 16, 17, 19, 44 in this issue. New Yorkers wishing to enjoy his work should visit his one-man show currently being held at Hudson Park Library, 10 7th Ave. South. This June he will wed Miss Pleasance Coggeshall, winsome, blue-eyed and red-headed. •

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The Switch List

ITEMS in this section are published free of charge, in good faith, but without guarantee. Keep yours within 28 words, including name and address. Use our common abbreviations such as *tts.* (timetables), *emp. tts.* (employees timetables), *b&w* (black and white), and SAS (send 4¢ stamped envelope for list or details).

Every entry will appear in the next available issue; but we work far ahead, so don't be disappointed if yours is not printed at once. Be sure to mention (1) sizes of pix, (2) whether steam, diesel, or what, (3) whether or not a list is available, and (4) condition of the magazines you offer.

Write each item plainly (or pen-print or typewrite it) on a postcard or separate sheet of paper—not buried in a letter dealing with other matters. We discard items that are hard to read.

If you want pen pals, state your special interests so that they will know what to write about. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N.Y.

RAY BARBER, 1862 Jonathan Ave., San Jose, Calif., will sell 7-vol. ICS course on air brakes, tr. orders, boilers, valve gear, etc.: make offer.

BOB BARTH, 3003 N. Spaulding Ave., Chicago, Ill., wants transportation tokens, sw. keys from all rrs., el lines, interurbans.

JOHN BARTH, Jr., 54 Poplar St., Closter, N.J., sells 5x7 pix diesel and elec. NYC, LIRR, El, etc.; list 5¢.

CLARK BENSON, 99 Edison St., Stratford, Conn., sells, trades drawings of B&A, NH steam. Wants negs., slides, movies, blueprints of steam, elec., esp. NH. (SAS)

BILL BIESECKER, 2263 Lafayette St., North Bellmore, N.Y., wants pix of Danforth & Cooke 4-4-0's built for NYS&W.

ERVIN BORDEN, 166 Hillman St., New Bedford, Mass., wants pix Union Ry. cars, buses; also New Bedford and Onset line.

JOHN BRINCKMANN, 17 Runyon Ave., Edison, N.J. sells '35-'46 tts. of 64 rrs., trolleys. (SAS)

RAY BYERS, 167 Feronia, Rutherford, N.J., buys 8mm India rr. movies. Will send 8mm movie list for SAS.

D. CHRISTINSEN, Box 122, Columbia, Missouri, issues monthly rr. news letter; sample copy free.

RAFAEL CODOL, 34 Mariano Guiner, Igualda, Spain, sells rr. and trolley tts., many countries. Buys color postcards, any country.

ORDIE CONRAD (ex IC, SP telegrapher), 512 Pleasant St., Rockwell City, Iowa, sells his orig. oil paintings of steam, gas, elec. locos, trolleys, interurbans.

JIM CRIMMINS, Exeter, N.H., sells 9x12 repro. map of B&M. (SAS)

SID DAVIES, 2060 W. 75 Pl., Chicago, Ill., sells sizes 616, 5x7, 8x10 steam pix, bldr.'s pix; no list, (Sample, SAS)

JOEL DUROE, 5153 Rockland Ave., Los Angeles, Calif., will sell one copy of Poor's Denver, South Park & Pacific and pictorial supplement.

LYLE EVERSON, Box 1, Viroqua, Wis., will sell Railroad Magazine '47-'54, perf. cond.

LARRY FELLURE, 1914 Enslow Ave., Huntington, W. Va., will trade C&O steam bell or N&W Class J brass whistle for same of N&W Class Y6b or J.

W. F. FISHER, 419 Martindale, Fort Wayne, Ind., sells Railroad Magazine, Trains, Model R'er, 10 to 20 yrs. back. List free.

A. W. FRAKES, 3921 4 St., Pt. Arthur, Tex., wants Eastern Texas Elec. tts.

LES FREMMING, 1650 N. Pacific St., Kelso, Wash., sells b&w train postcards, mostly steam, incl. wrecks. List, samples 20¢.

BOB GADDIE, Rte. 2, Box 21, Corona, Calif., will trade Science of Rys., Vol. 5, and Summer Tours, published '35 by UP, C&NW for Calif. trolleyana. (SAS)

RANDY GARNHART, German Valley, Ill., wants plans, pix of yds., rights-of-way, cars, locos of V&T, Carson & Colo., SP n.g. lines.

DICK GEORGE, 1091 Lakeshore Highway, W., Oakville, Ont., Canada, sells 5x7, 8x10 steam action and still pix CNR, CPP, NAR. List 25¢. Buys steam action negs.

NORMAN GIDNEY, 2621 E. 29 Ave., Vancouver, B.C., Canada, sells BCE trolleys, interurbans, 5x7 steam on CNR, CPR, GN, PGE. Size 616 list, sample 25¢; 5x7 list, sample 10¢.

W. T. GOLSON, 9124 San Lo Drive, Baton Rouge, La., sells 2¼x2¼, 4x5 negs. N.O. Transit, steam. Prints 4x5 to 8x10, postcards b&w or color. No list.

CRISS HARTZELL, 130 S. Prospect Ave., Clarendon Hills, Ill., wants negs., pix NP 2-8-2 1657, PRR 11sa 4473, IC Baldwins before May 23.

F. F. HAUPTMAN, 44 Hilltop Dr., West Hartford, Conn., trades, buys, sells switch keys.

C. G. HEFLIN, 3003 S. 16th St., Arlington, Va., buys Southern emp. tts.

CAPT. R. HOBIN, 62 Helms Dr., Eatontown, N.J., wants recent neg., any size, of CNJ 4-6-0 777.

JOHN HODSON, Britt, Iowa, wants Milw. steam pix, negs., whistles, sw. keys, markers.

JACK HOLST, 12930 NE Tillamook St., Portland, Ore., will trade bldr.'s records of Davenport 1-3437 for bldr.'s catalogs of Shays, Heisler, Porter, or Climax.

JOHN HOOK, Box 6987, Stanford, Calif., sells tts., rr. mags. (List, SAS)

AL HUDSON, 128 Hann Dr., Birmingham, Ala., will make free enlargements to 8x10 of Birmingham trolley pix for anyone loaning him negs.

ANDY JACKSON, 17 Bryant Ave., Springfield, N.J., buys NYS&W N.J. shortline tkts., tts., any size pix of NYS&W 13.

R. H. JOHNSON, Box 175, Wakefield, Kans., will trade 20th ed. Car Bldrs. Cyclopedia, 15th ed. Loco Cyclopedia for sw. keys, brass locks, lanterns.

N. C. JOHNSON, Box 95, Salmon Arms, B.C., Canada, wants alltime CPR steam roster.

BOB JONES, 131 Kendall Way, Covina, Calif., buys, trades rr. hand lanterns.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y., sells back issues Railroad Magazine, Trains, Mdl. R'er, RMC, Mdl. Bldr. (SAS)

RICK JOWERS, 3967 Arden Way NE, Atlanta, Ga., sells sizes 616, 120 diesel negs. or trades for 616 steam negs. Also trades 616 steam negs.

JAY LENTZNER, Box 450, Rte. 1, East Troy, Wis., sells 2-page history and roster and 2 size 130 pix of E. Troy elec. line, 35¢.

BURT LORING, Rte. 5, Brainerd, Minn., sells 500 various-sized pix, many rrs., mostly steam; many rr. mags., detailed scrap list of NP steam.

GLEN MADER, 1122 N. Chad St., San Angelo, Tex., will sell Beebe book "Hear the Train Blow," also "O&W RR." book, and rr. photo album with size 110 pix.

JEFF MARKER, 7331 N. Kildare, Lincolnwood, Ill., sells 4x5, 5x7 pix CNS&M, CA&E.

BARRY MAYER, 10228 Edgewood Ave., Silver Spring, Md., sells diesel pix. (SAS)

WILLIS McCANN, 255 Ellis Rd., Muskegon, Mich., wants articles, history, pix of State of Mich., Chicago, and Toledo areas.

ED METZ, 1162 Lynda Lane, Warminster, Pa., sells, buys, trades train orders.

S. C. MICKLER, Box 411, Tampa, Fla., wants trolley union dues buttons, esp. those picturing streetcar or bus.

DAVE NESTLE, 81 Hill St., Greenwich, N.Y., sells wide variety of railroadiana, incl. back issues of Railroad Magazine. Big list. 8¢ stamps.

MERLIN OLIVE, 1016 3rd St. W., Willmar, Minn., wants to hear from fans, age 15-28 interested in trading any size steam pix or negs., all rrs.

MAC OWEN, Box 171, Newcastle, Calif., buys orig., duplicate color slides PRR steam, esp. K4's, E6's; also CNJ steam, Camelbacks of any rr.

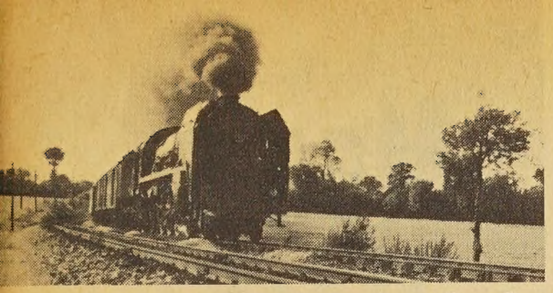
DICK PALMER, 1716 Valley Dr., Syracuse, N.Y., sells Grasse Riv. tkts., tts.; trades for pix, data of same rr.

JOE QUINN, Box 1044, Tillson, N.Y., buys steam negs., all rrs. Sells sizes 116 and p.c. steam negs. and pix.

R. D. RANGER, Jr., 11 Amarillo Dr., Vallejo, Calif., wants pix of Shays in Calif. for book he is writing and hopes to get published.

BILL ROEMER, 500 Kingsland Ave., Lyndurst, N.J., sells cloth rr. emblems. Sample, list 25¢.

TOM RUDDELL, 2127 Fairview St., Allentown, Pa., buys 35mm slides, any size negs. LVT, other abandoned Pa. trolleys. Trades current Eastern trolley slides for West Coast, SLPS, CNS&M.



Steam - powered Paris - Granville Express on French National Railroads.

R. Bacabe, 4 bis, Rue St. Louis Villemomble (Seine), France.

HARRY KELSO, Box 42, Pittsburg, Kan., trades sw. keys, old brass rr. express co. seals.

R. K. KENNEDY, 1210 Oak Grove Ave., Burlingame, Calif., wants old-style green and white globe for Queenie type condr.'s lantern.

ED. KENYON, 3127 John R. St., Trenton, Mich., will sell Railroad Magazine '36-'62. (SAS)

G. M. KIDDER, R.D. 1, Acton, Mass., will sell R&LHS Bull. 102-105, Western Railroader Vols. 229, 234-239. Wants N&W J Class marker lamps, No. plate, whistle.

BASIL KOOB, Box 279, Fort Dodge, Iowa, sells back issues Railroad Magazine, Trains, Mod. R'er; pix CGW, C&NW, Soo, NP. Will trade for orig. 35mm, slides aband. stations, ghost towns, etc.

J. J. KOVAL, 1219 Tilghman St., Allentown, Pa., buys any size LV steam pix, esp. 5100's, 5200's, size 5x7.

C. W. SHAW, Box 16, Zachary, La., will buy 8mm film "Perils of the Rails" starring Helen Holmes.

CLIFF SHIRLEY, 2009 W. 71st St., Prairie Village, Kans., seeks pix of amusement-park locos. Wants to hear from signaling enthusiasts.

BRYANT SMITH, 1907 Wainwright Ave., Panama City, Fla., wants pix Birm. Elec. 521-530 Kuhlmans; 35mm slides of Ala. trolleys, interurbans.

DICK STODGHILL, 324 Reed Ave., Cuyahoga Falls, O., will buy CERA Bull. 96.

FLETCHER SWANSON, 16 St. Nicholas Rd., Darien, Conn., wants tts., tr. orders, tkt. stubs, and info. on NYC 3135.

NORM SZUN, 2981 Waterloo St., Vancouver, B.C., Canada, wants any size pix CPR Shays, tank and shop locos, 4-4-0, 4-8-2, 2-6-0, 2-10-4 8000.

GREGG TURNER, Upper Bartieh Rd., Quaker Hill, Conn., sells, trades CV tts., emp. tts., history, info., diesel pix. Wants railfan pen pal. List free.

LES TUTTLE, Box 43, Kernersville, N.C., wants pix of ET&WNC.

MIKE VAIUSO, Jr., 32 Northampton Rd., Amsterdam, N.Y., will trade tt. 48 of Morristown & Erie 9/27/25 and size 616 negs. B&M, NYC for size 616 negs. other rrs.

DICK VIBLE, 7020 Mower St., Philadelphia, Pa., trades 8mm color movies of PTC for LAMTA, SFMuni, EPCL.

A. VON BLON, Box 6422, Waco, Texas, wants rr. maps, 8mm movie projector.

DAVE WATTEZ, 112 Westview Ave., Paramus, N.J., buys, sells, trades NYS&W and El pix. Wants Lucas book "NYS&W History." (SAS)

JOE WEBER, Ashland, Pa., buys, trades sw. keys, sw. locks, rule books, lanterns, stock certificates. List free.

L. M. WILLIS, Box 291, White City, Ore., will buy issues of Railroad Magazine with pix of B&M locos, coaches, or pass. equip. of CV line Brattleboro to New London.

GERALD WILSON, 254 Sumac St., Philadelphia, Pa., buys any size steam pix RDG, LV, CNJ, esp. with mining background. Wants teen-age pen pal interested in steam.

CHAS. WLODARCZYK, 4217 W. Hirsch St., Chicago, Ill., sells 8x10 to 16x20 b&w pix steam, many rrs. List, sample 25¢.

BILL WOELFER, 149 S. Eastland Dr., Lancaster, Pa., buys orig. color slides of ATSF, SP, NYC, PRR steam and NYC, NH, VGN, N&W, GN, Milw., LIRR elecs.

EUGENE ZANK, 1717 Hickory, Alma, Mich., wants Off. Guides 1920-'50; tts. of PM, AA, other Mich. rrs., '20-'50. Trades railroadiana.

OWEN DAVIES, 1214 LaSalle St., Chicago, Ill., buys, sells rr. books, railroadiana. Big list free.

DON BLAIR, 1292 Purcell Ave., St. Louis, Mo., wants teen-age pen pal, boy or girl, interested in steam or modern railroading.

B. MOLNAR, 8922 75th Ave., selling various size rr., trolley, ferry, etc., negs., pix, b&w slides, 25 for $1 while they last. (SAS)

DON PROVENCHER, 8 Hamlin Ave., Gorham, N. H., wants rr. pen pals interested in B&M esp. Fitchburg Div. He offers B&M info. pix, etc.

ERIC RODGERS, 189 Elm St., Westfield, N. J., wants old brakemen's lanterns, esp. defunct roads.

DICK McCANN, 9890 Willow Ave., Grant, Mich., sells rr. negs. 35mm to 4x5, some color slides. (SAS)

RON STUCKEY, R.R. 4, Box 440, Greenwood, Ind., will buy or trade for b&w pix, pc. size or less, boxcars or reefers of shortlines, private companies, aband. roads.

HAROLD BIERBACH, ex C&NW chief clerk at Sioux City, Iowa, contact your sister, Mrs. Madeline Darnell, 1201 5th Ave., Council Bluffs, Iowa.

VAN BEST, 1428 Beach St., Montebello, Calif., will trade SP tr. orders, clearances, telegrams of 1930's for similar items of other roads.

TOM GRAY, 956 Madrid St., San Francisco, Calif., sells size 616 negs., SP, shortlines, steam, diesel. List free. Buys or swaps ferryboat negs.

LESTER WILTSE, 1250 Hastings Ranch Dr., Pasadena, Calif., will buy Droege's book, "Pass. Terminals and Trains"; Swett's Interurban Specials 11, 12 (LA Ry.).

MIKE STERNFELD, 26-11 York St., Fairlawn, N. J., sells 8x10, 5x7 prints of BEDT steam; CNJ diesels, RDC's; Erie diesels, Lackawanna MU's. (SAS)

LAWRENCE OTIS, 9 Marois Ave., Gorham, Mich., wants teen-age pen pals interested in diesels. Answers all mail.

JEFF ROBBINS, 1251 S. Point St., Los Angeles, Calif., trades negs. from his area for those of any rr. steam, elec., gas, diesel.

JIM POPE, 44 Howell Dr., Poland, O., sells 35mm slides, mostly Eastern rds., all originals taken by him. List, sample 50¢.

GRAHAME HARDY, Box 622, Carson City, Nev., buys, sells much railroadiana. Big list free.

TOM MULLAHEY, 933 E. Center St., Mahanoy City, Pa., buys, sells, trades many rare switch keys, rulebooks, tts., etc. State wants. (SAS)

JOHN AARDEMA, 223 Slater St., Paterson, N. J., wants 5x7 steam pix Interstate 13, 14 (2-8-0's); 14 (2-8-2); 24, 25, 26; Vgn. 250 (0-8-0); Japan 2-10-4T, Bulgarian 2-12-4T, Argentine 0-12-2T.

JIM WAYNE, Box 44, Glenside Sask., Canada, wants to hear from retired loco engrs. (Why not write to "Carload Andy" Ospring, 1322 N. Ontario St., Burbank, Calif., author of Vandalia article in our April '62 issue?)

WALT HARRIS, 1668 Brandon Ave., S.W., Roanoke, Va., sells old issues Railroad Magazine, Trains, British and U. S. model mags., books, miscellany. List free.

Mrs. H. VON BLON, Box 122, BU Station, Waco, Tex., will sell large number of transportation books, list 10¢.

KENT STEPHENS, 581 E. 5th Ave., Chico, Calif., wants any size pix of D&RGW n.g. 2-8-0 No. 306, also steam on North Fork branch.

RAYMOND RADWAY, 22495 Ray St., Detroit, Mich., sells 8x10 thick glossy prints Indiana RR., Lake Shore Elec. cars. (SAS)

DICK HOPPER, 308 W. Chamberlin St., Dixon, Ill., will sell 100 diff. issues Railroad Magazine, 1936-'48, good cond., for top bid.

FRANK DI FALCO, 31 Ringgold St., Haverhill, Mass., sells diesel pix, various New Eng. rds., snaps, 5x7, 8x10. (SAS)

JIM HOPE, 3501 Highway Dr., Trail, B. C., Canada, sells three 8x10 doubleweight pix CPR paddlewheelers taken while used in B. C.; side views SS Sicamous, Minto, head-on SS Nasookin, $1 each.

Model Trading Post

JIM FRY, 15341 Plymouth, East Cleveland, O., will sell Lionel catalogs 1954, '56-'58.

C. K. GIVEN, 2557 S. Parkview Dr., Norristown, Pa., sells, trades HO gauge interurbans, trolleys. Wants Suydah 950 class PE cars. (SAS)

W. T. GOLSON, Box 1791, Baton Rouge, La., will buy any parts or compl. items for 1½ scale, 7½ gage, backyard pike, esp. live steamer.

C. KOWAL, 6615 S. Bell Ave., Chicago, Ill., will sell few back copies Model Engineer. Sample 25¢.

ROY LOWDEN, 947 N. Orange Ave., Azusa, Calif., will buy S gage AF; send list.

R. W. TESCH, 832 N. Greenwood Ave., Park Ridge, Ill., will sell Lionel GG-1 with scale wheels, Kidder IT class C, misc. traction equip.

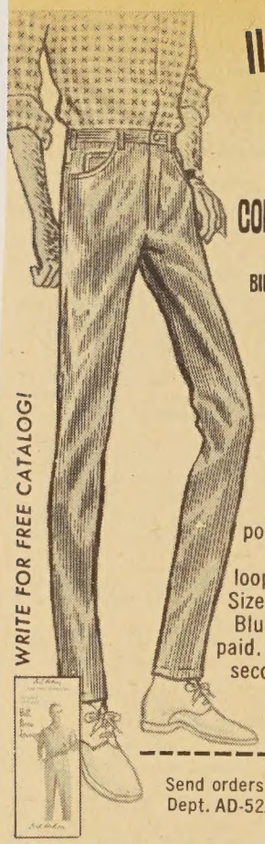
LES TUTTLE, Box 43, Kearnersville, N.C., will trade new HO gauge equip. for Lionel 400E, 348, 408, 263, pre-war trains.

MIKE VAIUSO, Jr., 32 Northampton Rd., Amsterdam, N.Y., will sell HO equip. or trade for size 616 negs., any rr.

A. D. WELLBORN, Box 2487, Fort Worth, Tex., trades O gage for HO. List free.

PAUL WINNEY, 142 Gun Club Rd., Jacksonville, Fla., wants Ives cattle car, pass. car, Lionel 6656.

Men's Mart



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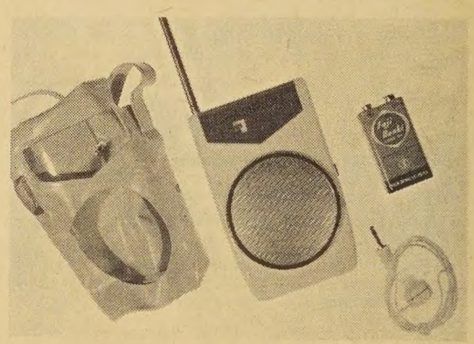

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By J. M. Smith *President, National Radio Institute*

And I mean profits for you — no matter who you are, where you live, or what you are doing now. Do you realize that there are over 400 million electrical appliances in the homes of America today? So it's no wonder that men who know how to service them properly are making $3 to $5 an hour — in spare time or full time! I'd like to send you a Free Book telling how you can quickly and easily get into this profitable field.

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A Few Examples of What I Mean

Now here's a report from Earl Reid, of Thompson, Ohio: "In one month I took in approximately $648 of which $510 was clear. I work only part time." And, to take a big jump out to California, here's one from J. G. Stinson, of Long Beach: "I have opened up a small repair shop. At present I am operating the shop on a spare time basis — but the way business is growing it will be a very short time before I will devote my full time to it."

Don't worry about how little you may now know about repair work. What John D. Pettis, of Bradley, Illinois wrote to me is this: "I had practically no knowledge of any kind of repair work. Now I am busy almost all my spare time and my day off — and have more and more repair work coming in all along. I have my shop in my basement."

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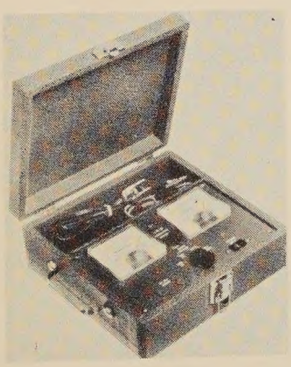

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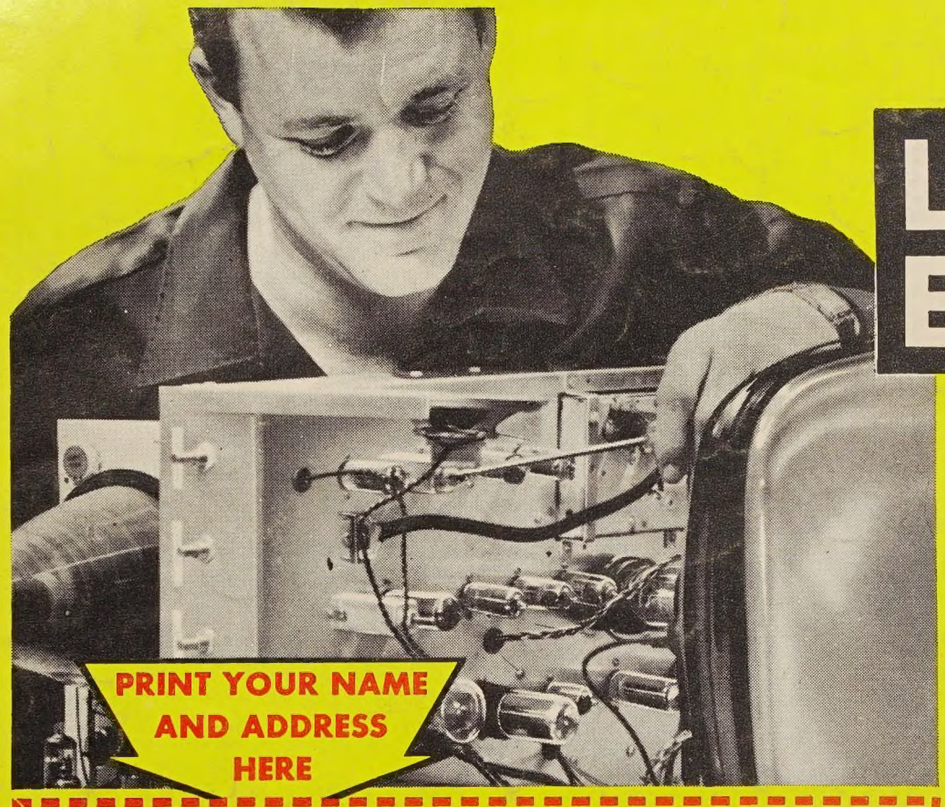

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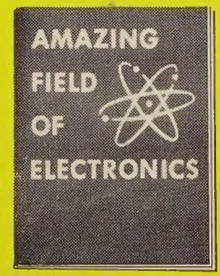

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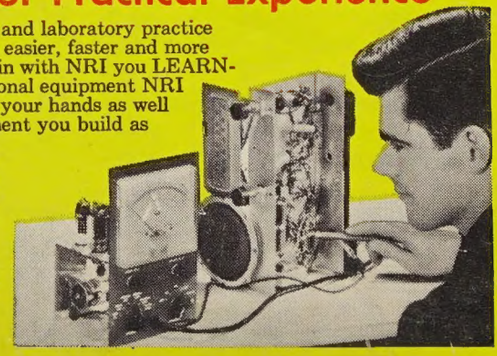

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